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April 19, 2010

CHARITON VALLEY TRANSPORTATION
PLANNING AFFILIATION (CVTPA)

PASSENGER TRANSPORTATION
DEVELOPMENT PLAN
2011-2015

A guide to develop passenger transportation service and support public transit agencies in the Chariton Valley counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne in Iowa.

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CONTENTS

<i>Introduction.....</i>	<i>1</i>
<i>Background</i>	<i>2</i>
Planning Process	4
Continued Transportation Forum	5
Regional Demographics.....	5
Location of Medical Services	9
Community Services.....	11
Major Employers.....	13
Transportation Characteristics.....	14
REVIEW OF LAST YEAR	16
<i>II. Current Situation.....</i>	<i>17</i>
TRANSIT AGENCIES	17
Passenger Transit Operations in the Chariton Valley Area	18
Airports	21
Rail Service	22
Commercial Bus / Taxi Service.....	22
Central Iowa Rideshare	23
Public Input	24
Educational Institutions	24
Service Needs in the Chariton Valley Region	26
<i>IV. Evaluation of Need.....</i>	<i>26</i>
NEEDS AND CHALLENGES FOR REGION	26
CONTINUED OUTREACH	27

MANAGEMENT NEEDS	28
FACILITY NEEDS.....	28
<i>V. Recommendations</i>	<i>29</i>
SHORT AND LONG TERM GOALS.....	31
<i>Appendix A – Goals and Objectives for CVTPA.....</i>	<i>32</i>
<i>Appendix B–Funding Resources</i>	<i>34</i>
<i>Appendix C–10-15 Rates.....</i>	<i>39</i>
<i>Appendix D– Complete 10-15 Regional Transit Facts & Funding.....</i>	<i>42</i>
<i>Appendix E – 10-15 Regional Transit Organizational Charts.....</i>	<i>46</i>
<i>Appendix F – Complete Southern Iowa Trolley Facts & Funding</i>	<i>51</i>
<i>Appendix H– Public Meeting Information.....</i>	<i>64</i>
<i>Appendix I–Transit Providers</i>	<i>69</i>
<i>Appendix J–Bi-Lingual Brochure.....</i>	<i>73</i>
<i>Appendix K– Marketing.....</i>	<i>76</i>
<i>Appendix L– Rail Transit.....</i>	<i>77</i>

INTRODUCTION

The FY2011-2015 Chariton Valley Transportation Planning Affiliation (CVTPA) Passenger Transportation Plan details the passenger transportation system within the State of Iowa's Regional Planning Affiliation 17. The development of a comprehensive Passenger Transportation Plan (PTP) is a cooperative effort with public transit providers, health and human service agencies, as well as local officials. This plan surpasses the former PTDPs to more thoroughly analyze the updated PTP guidelines. The Plan will show who uses the existing transportation, what are transportation needs, and in what areas CVTPA may assist to better meet the needs of the citizens of that area

The Passenger Transportation Plan (PTP) seeks to incorporate federal and state requirements for coordinated planning use of federal and state programs, to improve the transportation access, to better utilize transportation services, to remove duplication of services, and to facilitate cost effective transportation practices.

CVTPA currently has two, major transit providers in the region—Southern Iowa Trolley with administrative offices located in Creston, Iowa and 10-15 Transit administrative located in Ottumwa, Iowa. Both transit providers work cooperatively year round with their respective communities to ensure vitality for the systems. Both providers offer health and human service agencies, educational institutions, advocates of mobility impaired and other state and federal service providers an open forum to present new ideas and express unmet public transportation needs.

CVPTA has included long standing representation on the Transit Advisory Committee and the governing board for the development of the plan.

Background – a description of the unique needs of each of the transportation providers. How they have incorporated previous plans to meet current need and how they have worked to develop their transit plan.

Current Condition- identifying the current transit rider. The cost estimate of rides and special programs offered. What are their current outreach efforts and who are their respondents.

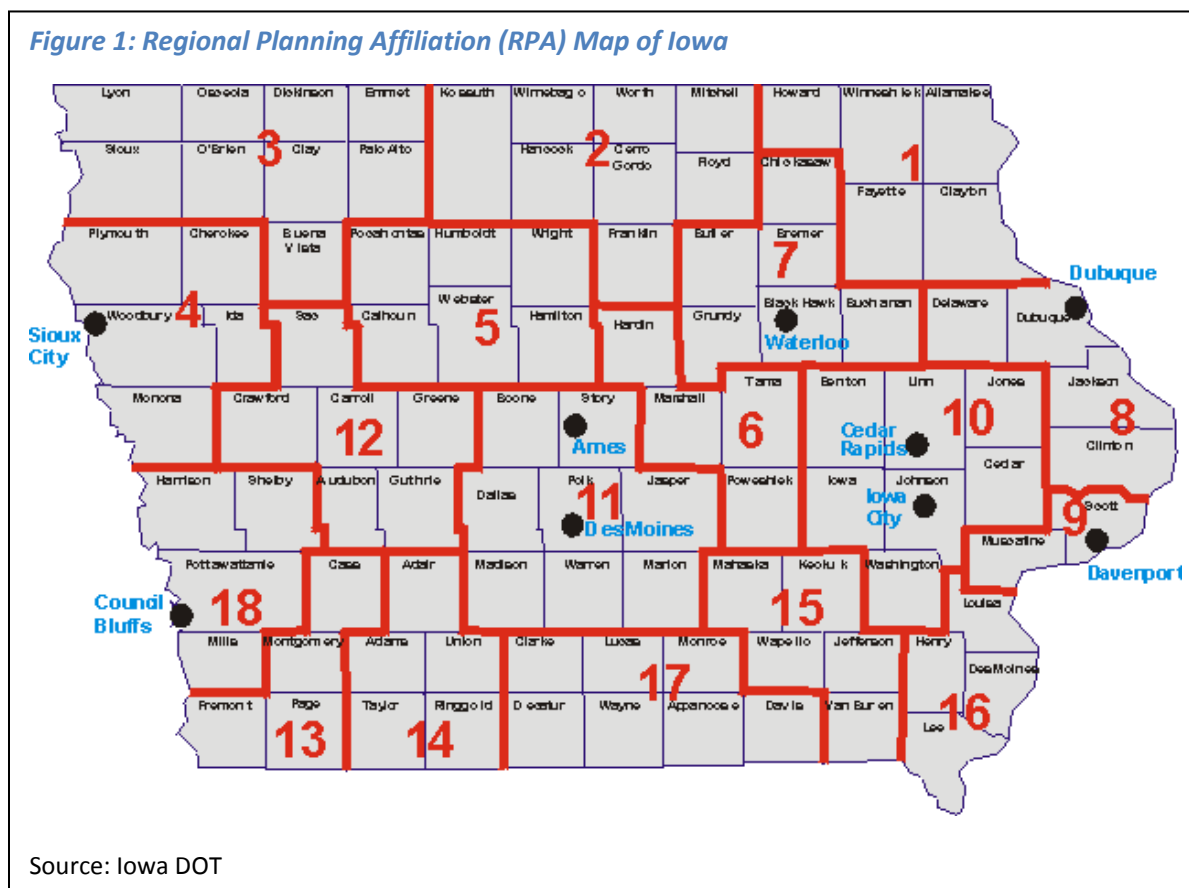
Evaluation of Needs- what are the transit providers doing well, how can they improve upon strengths. Identifying areas targeted for improvement and establishing an implementation process to assure progress.

Passenger Transportation Investment Program- identifying current assets and their plan of action on the proposed annual budget; in addition, identifying a capital improvement plan for existing capital.

I. BACKGROUND

Behind the idea of planning, is the belief that society has the ability to prepare for and manage the future. While no one can precisely predict the future, it is possible to use our best knowledge and our most effective tools to prepare for change.

Chariton Valley Transportation Planning Affiliation (CVTPA) represents the Regional Planning Affiliation (RPA) 17 in Iowa. Specifically, the Chariton Valley region, including the counties of Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, and Wayne, has cooperatively and voluntarily entered into an arrangement to plan for transportation improvements that will effectively serve the needs of citizens of the region. See *Figure 1: Regional Planning Affiliation (RPA) Map of Iowa* for geographic representations of the region.



PLANNING PROCESS

The PTP adopted by CVTPA covers a four (4) year period for federal fiscal years 2010-2014 and outlines passenger transportation projects that may be included in the region's Transportation Improvement Program of federal-aid, state-aid, operational, and capital projects. TIP justification is based upon mileage and service history.

Development of the PTP occurred by involving public transportation users, human service agencies, and advocates in the process of identifying needs and services important to rural transit customers. Meetings with public transportation users and advocates, incorporating open discussion, resulted in identification of potential opportunities and areas of improvement.

After the 2009 comments were received, it was decided to take a new approach for the Transit Advisory Group (TAG). Due to working with two transportation agencies the TAG was redesigned for the 2010 planning session to include both a group from Southern Iowa Trolley and 10-15 Transit. Through these meetings CVTPA received the highest level of TAG support thus far. Both transit authorities have previously had groups which participated, but not all individuals were included in the CVTPA planning meetings. Discussions from these meetings established research initiatives and additional content to compose a draft PTP. The first meeting was held on October 24, 2009 in Ottumwa, Iowa. The second meeting was held November 11, 2009 in Ottumwa, Iowa. The third meeting was held December 3, 2010 in Creston, Iowa. In additions to the TAG meetings the PTP information has been provided to the RPA Technical Advisory Committee and Policy Board at their monthly meetings.

The Draft PTP was released for comment on April 12, 2010 to the TAG, TAC, and Policy Board. After comment is received an amended draft PTP will be forwarded to DOT for review and comment.

Throughout the planning process, a transit advisory group (TAG) assisted in providing guidance, information, and feedback on the developing plan and the planning process. Public meetings were held with TAG and transit officials to discuss any current transit shortfalls and any foreseen issues. Many of the TAG representatives commented that their organizations would not survive without the service of their transit agency. See *Table 1: Transit Advisory Group Representatives* below for the represented agencies and organizations and the counties or region they serve. See *Appendix I: Transit Advisors* for a full list of invitees.

Table 1: Transit Advisory Group Representatives

PTP Advocates	Represented Jurisdiction
Appanoose Community Care Services	Appanoose County
Clarke County Veterans Affairs	Clarke County
Decatur County Public Health & Home Care	Decatur County
Monroe County Public Health	Monroe County
Chariton Nursing & Rehabilitation Center	Lucas County
Bloomfield Care Center	Davis County
Appanoose County Veterans Affairs	Appanoose County
Clarke County Public Health	Clarke County
Wayne County Veterans Affairs	Wayne County
Decatur County Community Services	Decatur County
Monroe Care Center	Monroe County
Western Acres Care Center	Decatur County
Davis County School District	Davis County
Osceola City Administration	Clarke County
Monroe County Veterans Affairs	Monroe County
SIEDA	Davis County
City of Centerville Administration	Appanoose County
Iowa Workforce Development	IWD Region 15

CONTINUED TRANSPORTATION FORUM

CVTPA along with the TAC and Policy Board acknowledge the importance of transit planning in the region and have requested updates and/or comments to continue at monthly public meetings—giving ample opportunity for questions, comments, or concerns to be heard and addressed. At least quarterly there will be a transit update given, in which all PTDP advocates will be invited to provide input.

REGIONAL DEMOGRAPHICS

The CVTPA is notably rural with a large percentage of smaller cities surrounded by even smaller **unincorporated communities**. Population disbursement creates one of the biggest challenges faced by CVTPA transit providers. This disbursement not only adds to costs of fuel and maintenance on vehicles, but also creates a great demand for management and coordination efforts of transit routes.

Race and population age are again relatively consistent with State of Iowa, while there is a slight increase within the elderly population of the region. While population has continued to decrease in the region for the last several years, census data shows that the areas have seen an increase in elderly and disabled persons. Race for the region is predominately white, yet there is anticipation that the upcoming census could illustrate a significant increase within the Hispanic population, thus creating

obstacles for transit providers to effectively and clearly communicate to the entire population, see *Table 3: Racial Breakdown of CVTPA by County and City (2000)*.

While demographic information illustrates similarities to the state socio-economic is far below State averages in several areas including: persons per square mile, mean travel time to work, median household income, and per capita income; see *Table 2: Key Demographics*.

Public transit is a target mode of transportation for persons who cannot physically drive themselves or do not have the financial means in which to do so. All of the above factors lead to the increasing need for public transportation.

Table 2: Key Demographics

	Iowa	RPA 17 Totals	Appanoose County	Clarke County	Davis County	Decatur County	Lucas County	Monroe County	Wayne County
Total population	2,926,324	64,252	13,721	9,133	8,541	8,689	9,422	8,016	6,730
Median household income in 1999	\$39,469	\$31,204	\$28,612	\$34,474	\$32,864	\$27,343	\$30,876	\$34,877	\$29,380
Per capita income in 1999	\$19,674	\$15,500	\$14,644	\$16,409	\$15,127	\$14,209	\$15,341	\$17,155	\$15,613
Population 65+	436,377 15%	12,288 19%	2739 20%	1551 17%	1489 17%	1532 18%	1814 19%	1574 20%	1589 24%
Persons per square mile	52.4	19.3	27.6	21.2	17	16.3	21.9	18.5	12.8
Persons with a disability	446,665 15%	11,957 19%	2,659 19%	1,587 17%	1,300 15%	1,551 18%	1,699 18%	1,801 22%	1,360 20%
Mean travel time to work	18.5	23.2	20.4	23.3	24.9	22.2	25.6	24.4	21.6
No vehicle available	73,684	1,886	442	223	321	257	308	201	134

Source: U.S. Census Bureau, 2000 Census

Table 3: Racial Breakdown of CTVPA by County and City (2000)

	Area	Total population	One race alone										Two or more races				Hispanic or Latino (of any race)	White alone, not Hispanic or Latino			
			White		Black/African American		American Indian/Alaska native		Asian		Native Hawaiian/Other Pacific Islander		Some other race								
			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
	State of Iowa	2,926,324	2,748,640	93.90%	61,853	2.10%	8,989	0.30%	36,635	1.30%	1,009	0.00%	37,420	1.30%	31,778	1.10%	82,473	2.80%	2,710,344	92.60%	
	Chariton Valley Region	64,252	62,887	97.90%	200	0.30%	130	0.20%	182	0.30%	22	0.00%	299	0.50%	401	0.60%	805	1.30%	53,444	83.20%	
	Appanoose County	13,721	13,469	98.20%	58	0.40%	23	0.20%	36	0.30%	1	0.00%	37	0.30%	97	0.70%	135	1.00%	13,382	97.50%	
	Centerville	5,924	5,767	97.30%	48	0.80%	8	0.10%	22	0.40%	0	0.00%	26	0.40%	53	0.90%	90	1.50%	5,711	96.40%	
	Cincinnati	428	420	98.10%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	0.20%	7	1.60%	5	1.20%	416	97.20%	
	Exline	191	189	99.00%	1	0.50%	0	0.00%	1	0.50%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	189	99.00%	
	Moravia	713	706	99.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	7	1.00%	1	0.10%	706	99.00%	
	Moulton	658	643	97.70%	2	0.30%	8	1.20%	1	0.20%	0	0.00%	0	0.00%	4	0.60%	1	0.20%	642	97.60%	
	Mystic	588	583	99.10%	0	0.00%	1	0.20%	0	0.00%	0	0.00%	0	0.00%	4	0.70%	0	0.00%	583	99.10%	
	Numa	109	108	99.10%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	0.90%	4	3.70%	104	95.40%	
	Plano	58	55	94.80%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	3	5.20%	1	1.70%	55	94.80%	
	Rathbun	88	87	98.90%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	1.10%	0	0.00%	87	98.50%	
	Udell	58	53	91.40%	0	0.00%	0	0.00%	2	3.40%	0	0.00%	3	5.20%	0	0.00%	2	3.40%	51	87.50%	
	Unionville	127	127	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	127	100.00%	
	Balance of Appanoose County	4,779	4,731	99.00%	7	0.10%	6	0.10%	10	0.20%	1	0.00%	7	0.10%	17	0.40%	31	0.60%		0.0%	
	Clarke County	9,133	8,826	96.60%	10	0.10%	30	0.30%	32	0.40%	3	0.00%	179	2.00%	53	0.60%	369	4.00%	8,648	94.70%	
	Murray	766	754	98.40%	5	0.70%	2	0.30%	1	0.10%	0	0.00%	1	0.10%	3	0.40%	10	1.30%	745	97.20%	
	Osceola	4,659	4,460	95.70%	5	0.10%	9	0.20%	27	0.60%	3	0.10%	128	2.70%	27	0.60%	291	6.20%	4,306	92.40%	
	Woodburn	244	240	98.40%	0	0.00%	1	0.40%	1	0.40%	0	0.00%	0	0.00%	2	0.80%	0	0.00%	240	98.40%	
	Balance of Clarke County	3,464	3,372	97.30%	0	0.00%	18	0.50%	3	0.10%	0	0.00%	50	1.40%	21	0.60%	68	2.00%	3,357	96.50%	
	Davis County	8,541	8,400	98.30%	15	0.20%	18	0.20%	17	0.20%	4	0.00%	18	0.20%	69	0.80%	61	0.70%	8,371	98.00%	
	Bloomfield	2,601	2,563	98.50%	3	0.10%	4	0.20%	5	0.20%	0	0.00%	4	0.20%	22	0.80%	10	0.40%	2,563	98.50%	
	Drakesville	185	178	96.20%	1	0.50%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	6	3.20%	5	2.70%	177	95.70%	
	Floris	153	151	98.70%	0	0.00%	0	0.00%	2	1.30%	0	0.00%	0	0.00%	0	0.00%	4	2.60%	147	96.10%	
	Pulaski	249	242	97.20%	0	0.00%	1	0.40%	0	0.00%	0	0.00%	0	0.00%	6	2.40%	0	0.00%	242	97.20%	
	Balance of Davis County	5,353	5,266	98.40%	11	0.20%	13	0.20%	10	0.20%	4	0.10%	14	0.30%	35	0.70%	42	0.80%	5,242	97.50%	
	Decatur County	8,689	8,381	96.50%	85	1.00%	21	0.20%	55	0.60%	10	0.10%	40	0.50%	97	1.10%	148	1.70%	8,296	95.50%	
	Davis City	275	271	98.50%	0	0.00%	1	0.40%	0	0.00%	0	0.00%	2	0.70%	1	0.40%	4	1.50%	269	97.80%	
	Decatur City	199	196	98.50%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	3	1.50%	0	0.00%	2	1.00%	196	98.50%	
	Garden Grove	250	249	99.60%	0	0.00%	1	0.40%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	249	99.60%	
	Grand River	225	220	97.80%	0	0.00%	1	0.40%	0	0.00%	0	0.00%	1	0.40%	3	1.30%	1	0.40%	220	97.80%	
	Lamoni	2,444	2,245	91.90%	72	2.90%	4	0.20%	39	1.60%	10	0.40%	20	0.80%	54	2.20%	68	2.80%	2,212	90.50%	
	Leon	1,983	1,956	98.60%	2	0.10%	4	0.20%	10	0.50%	0	0.00%	1	0.10%	10	0.50%	31	1.60%	1,927	97.20%	
	Le Roy	13	13	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	13	100.00%	
	Pleasanton	37	37	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	37	100.00%	

Van Wert	231	229	99.10%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	0.90%	2	0.90%	227	98.30%
Weldon	145	145	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	3	2.10%	142	97.90%
Balance of Decatur County	2,887	2,820	97.70%	11	0.40%	10	0.30%	6	0.20%	0	0.00%	13	0.50%	27	0.90%	37	1.30%	2,804	97.10%
Lucas County	9,422	9,275	98.40%	12	0.10%	10	0.10%	28	0.30%	1	0.00%	35	0.40%	61	0.60%	82	0.90%	9,238	98.00%
Chariton	4,573	4,522	98.90%	7	0.20%	4	0.10%	7	0.20%	0	0.00%	12	0.30%	21	0.50%	40	0.90%	4,499	98.40%
Derby	131	131	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	131	100.00%
Lucas	243	240	98.80%	0	0.00%	0	0.00%	2	0.80%	0	0.00%	0	0.00%	1	0.40%	2	0.80%	238	97.90%
Russell	559	551	98.60%	0	0.00%	1	0.20%	2	0.40%	0	0.00%	0	0.00%	5	0.90%	2	0.40%	550	98.40%
Williamson	163	163	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	163	100.00%
Balance of Lucas County	3,753	3,668	97.70%	5	0.10%	5	0.10%	17	0.50%	1	0.00%	23	0.60%	34	0.90%	38	1.00%	3,657	97.40%
Monroe County	8,016	7,888	98.40%	16	0.20%	29	0.40%	32	0.40%	0	0.00%	10	0.10%	41	0.50%	40	0.50%	7,864	98.10%
Albia	3,706	3,629	97.90%	12	0.30%	12	0.30%	23	0.60%	0	0.00%	9	0.20%	21	0.60%	31	0.80%	3,608	97.40%
Eddyville (pt.)	3	3	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	3	100.00%
Lovilia	583	577	99.00%	1	0.20%	1	0.20%	0	0.00%	0	0.00%	0	0.00%	4	0.70%	1	0.20%	577	99.00%
Melrose	130	127	97.70%	0	0.00%	0	0.00%	1	0.80%	0	0.00%	1	0.80%	1	0.80%	0	0.00%	127	97.70%
Balance of Monroe County	3,594	3,552	98.80%	3	0.10%	16	0.40%	8	0.20%	0	0.00%	0	0.00%	15	0.40%	8	0.20%	3,549	98.70%
Wayne County	6,730	6,648	98.80%	4	0.10%	8	0.10%	10	0.10%	4	0.10%	13	0.20%	43	0.60%	48	0.70%	6,614	98.30%
Allerton	559	555	99.30%	0	0.00%	0	0.00%	1	0.20%	0	0.00%	0	0.00%	3	0.50%	5	0.90%	550	98.40%
Clio	91	90	98.90%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	1.10%	2	2.20%	88	96.70%
Corydon	1,591	1,582	99.40%	1	0.10%	0	0.00%	1	0.10%	2	0.10%	0	0.00%	5	0.30%	3	0.20%	1,579	99.20%
Humeston	543	535	98.50%	0	0.00%	3	0.60%	2	0.40%	0	0.00%	0	0.00%	3	0.60%	7	1.30%	530	97.60%
Lineville	273	272	99.60%	0	0.00%	0	0.00%	0	0.00%	1	0.40%	0	0.00%	0	0.00%	0	0.00%	272	99.60%
Millerton	48	48	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	48	100.00%
Promise City	105	104	99.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	1.00%	1	1.00%	103	98.10%
Seymour	810	790	97.50%	0	0.00%	3	0.40%	0	0.00%	0	0.00%	8	1.00%	9	1.10%	17	2.10%	781	96.40%
Balance of Wayne County	2,710	2,672	98.60%	3	0.10%	2	0.10%	6	0.20%	1	0.00%	5	0.20%	21	0.80%	13	0.50%	2,663	98.30%

Source: U.S. Census Bureau, 2000 Census

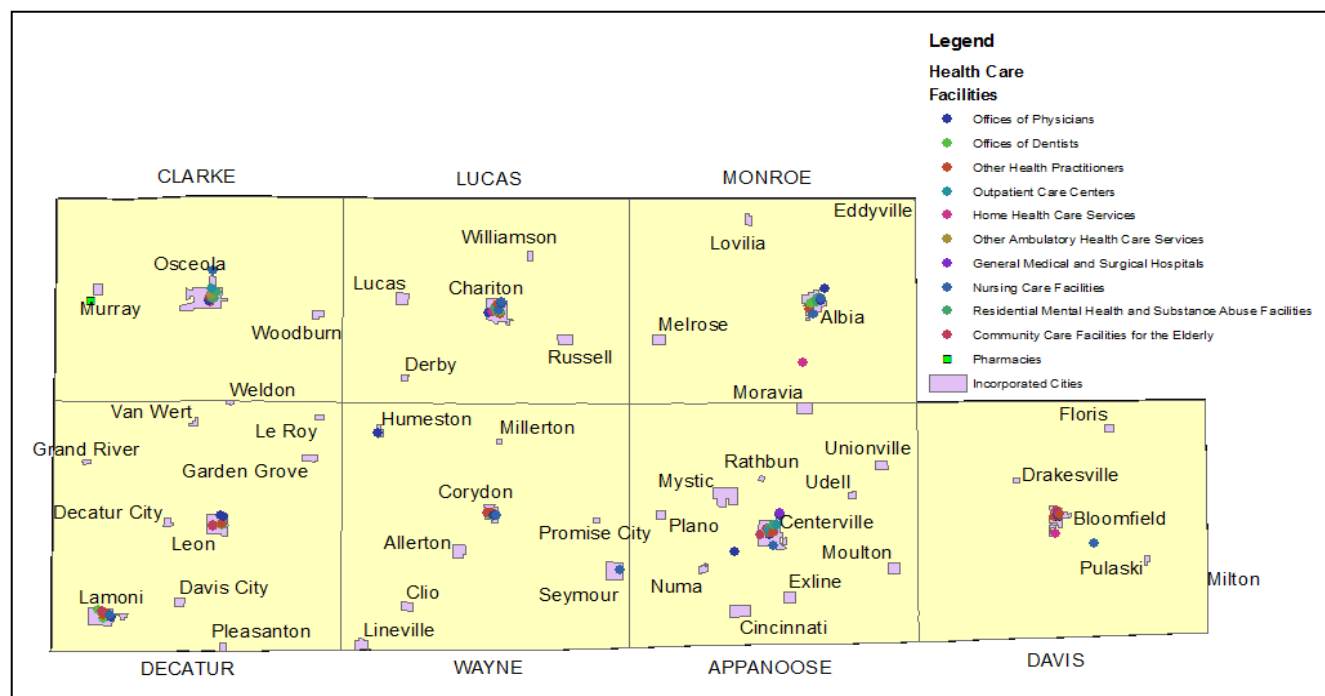
LOCATION OF MEDICAL SERVICES

The below map illustrates medical services in proximity to the communities, see *Figure 2: Map of Health Services of CVTPA*. Notice the distribution of services; this fact gives great merit to the challenge of transit providers offering services to sparsely located communities without centralized services—adding time and expense to already strained transit routes.

Included within the health services graph are continued care facilities, nursing care facilities, pharmacies, and mental retardation facilities. All of the listed facilities require a greater demand for public transit. Many of the riders, either elderly or physically/mentally impaired, are not able to drive yet still require mobility to seek services be it retail, medical, or leisure.

Public transit, with increasing demands and challenges, is able to provide affordable, efficient travel for medical services users. In many cases, public transit can tailor to a special need in which a housing facility or a local family member could not meet. For example, frequent trips for terminal or long term conditions as well as providing transportation that is handicap accessible.

Figure 2: Map of Health Services of CVTPA

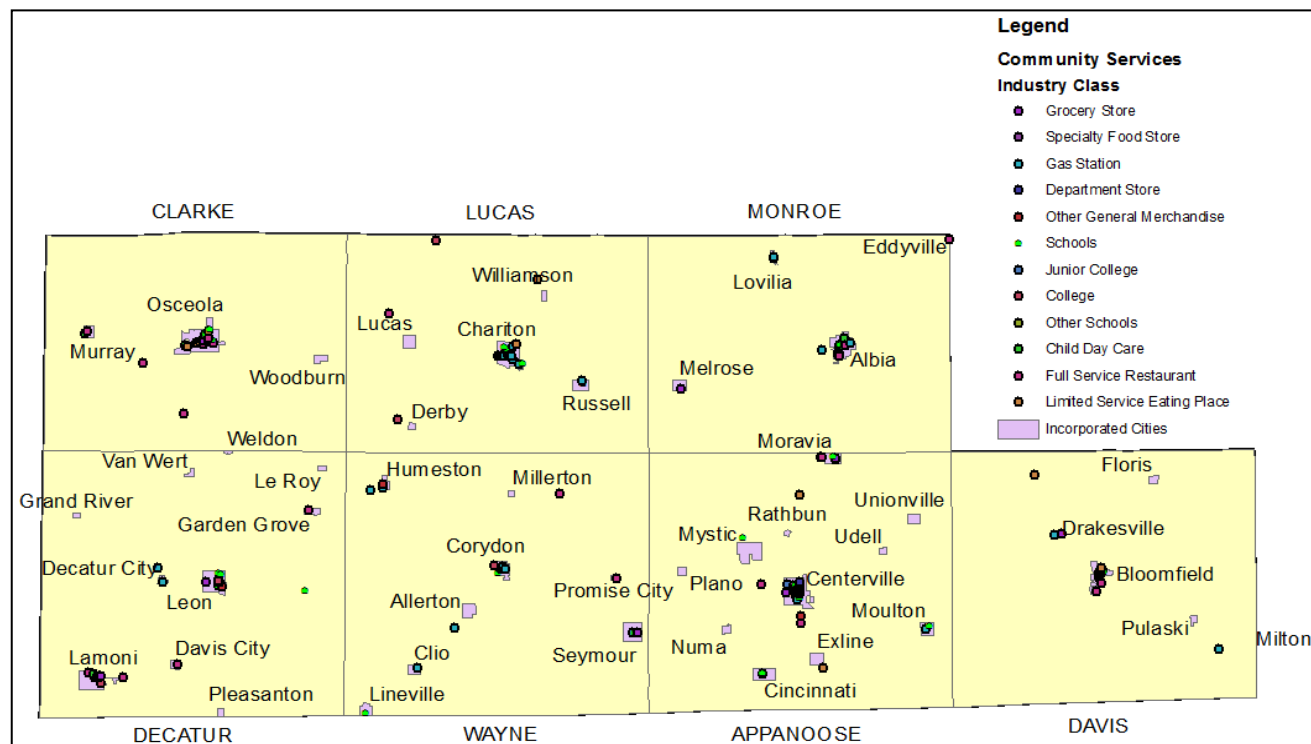


Source: Iowa DOT GIS data compiled by Chariton Valley Transportation Planning Affiliation

COMMUNITY SERVICES

The below services are targeted as essential community services. In many case, minus leisure travel, these are the key locations within the region in which public transit service is requested. It should be noted from the map once again the disbursement of the services would cause transit coordination to be essential for efficiency. Another note that should be considered is that locations of some community services as shown on the map may not be entirely accurate for all services; this is a data limitation and will be addressed as information improves and the data is rectified. This said, the general depiction of services clustered in and near incorporated communities can be assumed to be accurate; see *Figure 3: Map of Community Services in CVTPA*.

Figure 3: Map of Community Services in CVTPA



Source: Iowa DOT GIS data compiled by Chariton Valley Transportation Planning Affiliation

MAJOR EMPLOYERS

Southern Iowa has been dominated by industrial economies through much of the twentieth century and while this dominant economy has declined in recent years, industries are still major employers in the area. See *Figure 4: Major Employers of the Chariton Valley Region* for a breakdown of industries by county.

Figure 4: Major Employers of the Chariton Valley Region

CLARKE	LUCAS	MONROE	
Boyt Harness Co. Lakeside Casino & Resort Maclander, Inc. Miller Products Inc. Osceola Foods Paul Mueller Co.	Hy-Vee Johnson Machine Works	Ajinomoto Heartland Ajinomoto USA Cargill Wacker Chemical AYM Inc.	
A to Z Manufacturing Graceland University Industrial Hardfacing Interpower Lamoni Livestock Lamoni Schools Printcraft	Allerton Lumber Co. Log Chain Apiary NXMP, North America Inc. Clio Oil Taylor Fencing & Hardware	Alliant Utilities Barker Company C&C Machining Curwood Iowa Steel & Wire Mercy Medical Center Wells Manufacturing	American Welding & Tank Bloomfield Care Center Bloomfield Foundry Clarks SAM Davencorp Davis County Hospital Davis County Schools
DECATUR	WAYNE	APPANOOSE	DAVIS

Also other major employers are:

Appanoose Co., - Centerville, Moulton, Moravia Comm. School Districts

Lucas Co., - Chariton Comm. School District, Lucas Co. Health Center

Monroe Co., - Albia Comm. School District, Monroe Co. Health Center

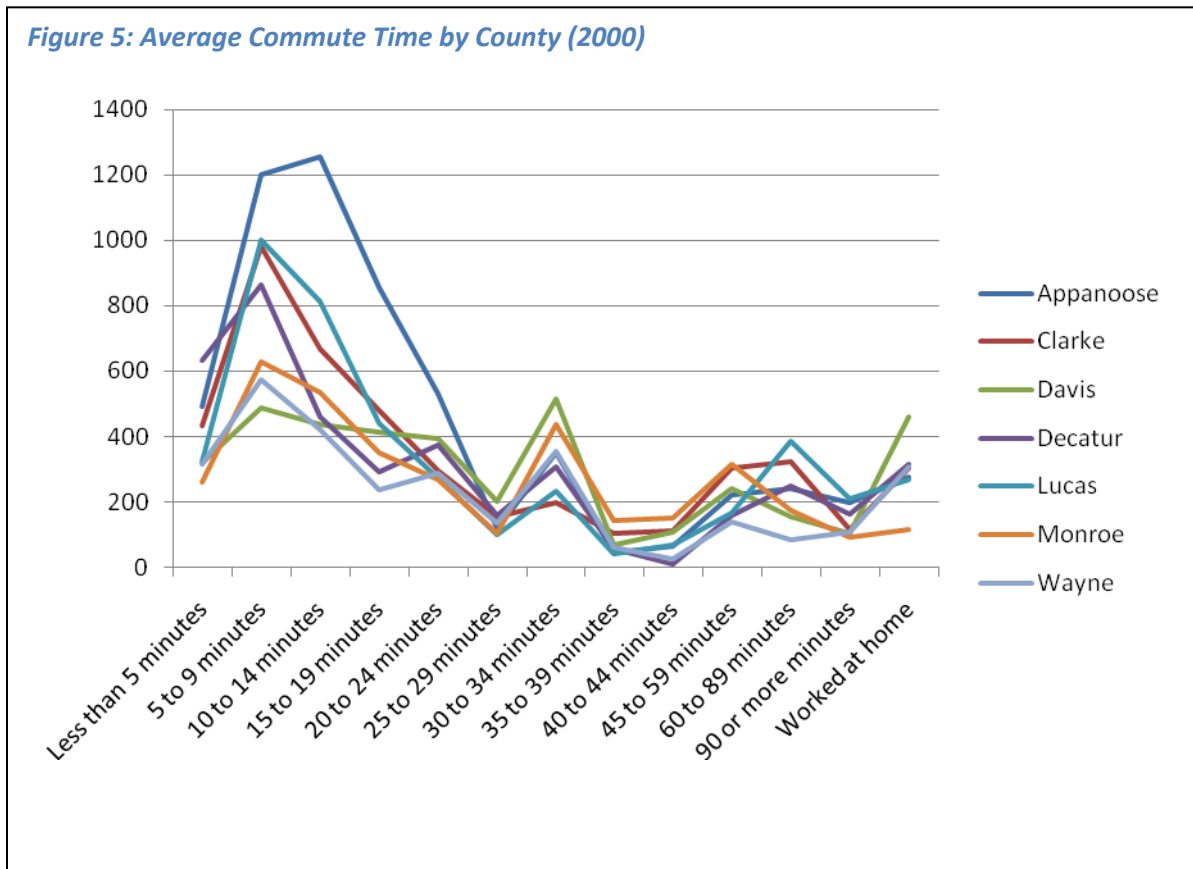
Wayne Co., - Seymour and Wayne Co. School District, Wayne Co. Hospital

Source: Iowa DOT GIS Data and LOIS information compiled by Chariton Valley Transportation Affiliation

TRANSPORTATION CHARACTERISTICS

Transportation to and from work is not a service which is currently in high demand from the transit users in the area. However as global oil supplies become scarcer and as gas prices continue to increase over time; this could be a growing customer base. Notice in the *Figure 5: Average Commute Time by County (2000)*, the average travel times from communities, such as Davis County which have an average travel time of 30-35 minutes suggesting that many of their citizen travel to Ottumwa for work. Transit providers have indicated there is a growing interest in providing ride sharing programs to key employers in the areas. The average commuting time for Appanoose and Lucas Counties suggests that residents using public transit in these two counties may be commuting to Ottumwa or Eddyville as two likely employment centers. Also see *Table 4: Community Characteristics (2000)* for additional detail into commuting patterns of Chariton Valley Region residents.

Note: Vermeer in cooperation 10-15 Transit offer Job Access Reverse Commute services to Vermeer in Pella from Knoxville, Centerville, Ottumwa, Eddyville and Oskaloosa.



Source: U.S. Census Bureau, 2000 Census

Table 4: Commuting Characteristics (2000)

	RPA 17 Total	Appanoose County	Clarke County	Davis County	Decatur County	Lucas County	Monroe County	Wayne County
Workers 16 and over	29,213	5,842	4,477	3,915	4,034	4,318	3,582	3,045
Public Transportation	118	9	32	29	27	14	7	0
Car, Truck, other	25,577	5,326	4,029	3,188	3,252	3,856	3,336	2,590
Average Travel time- minutes	23	20	23	25	22	26	24	22
Average Travel time using public transportation	38	55	30	12	37	64	30	-
Average Travel time using other transportation	23	20	23	25	22	25	24	22
Square Miles	3,351.97	496.25	431.12	503.24	531.8	430.55	433.41	525.6

Source: U.S. Census Bureau, 2000 Census

REVIEW OF LAST YEAR

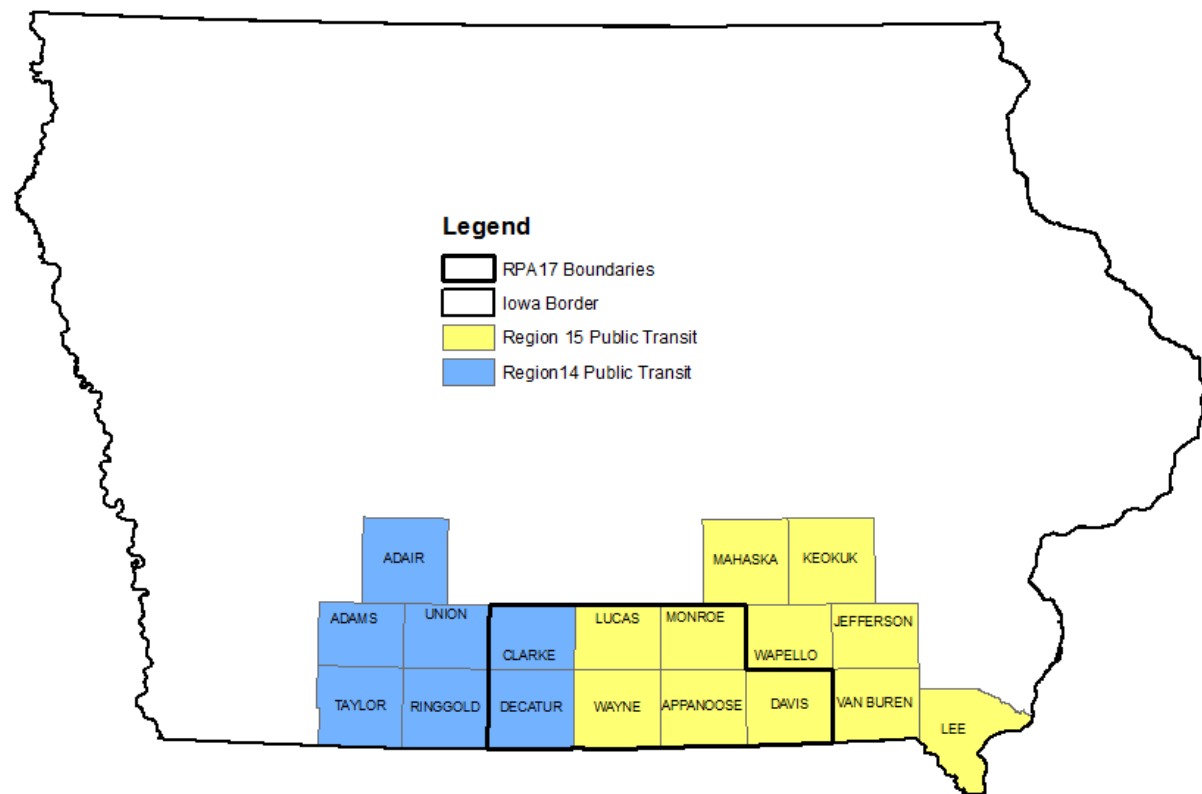
Planning for a year in advance is a challenge when dealing with aging busses, changing contracts, and an unknown demand. While this could be very challenging in previous years the experience and efficiency that exists with the directors of the Chariton Valley Region public transit has provided a very successful year. Goals were met for productivity without any unforeseen difficulties. A key attribute for the organizational success is their forward thinking mind set. Both transit agencies identify annual areas in which they wish to improve upon and benchmarks in which to measure.

II. CURRENT SITUATION

TRANSIT AGENCIES

Chariton Valley is served by two, public transit agencies; see *Figure 6: Area Served by Transit Agencies*.

Figure 6: Area Served by Transit Agencies



Source: Iowa DOT GIS data compiled by Chariton Valley Transportation Planning Affiliation

10-15 TRANSIT AUTHORITY:

10-15 Transit Authority provides service for eleven counties in southern Iowa including Appanoose, Davis, Monroe, Lucas, Wayne, Wapello, Mahaska, Keokuk, Van Buren, Jefferson, and Lee. A Board of Directors composed of elected, county supervisors from the counties in the 10-15 Transit service area governs the operations of the agency. **Transit Administer**, Pam Ward, manages the transit system's personnel, operations, contracts, and capital programs. Headquarters and dispatch are co-located with Ottumwa Transit Authority in the City of Ottumwa, at 2417 South Emma Street, Ottumwa, Iowa 52501.

Of the eleven counties in 10-15 Transit's service area, Chariton Valley counties served by 10-15 Transit include Appanoose, Davis, Monroe, Lucas, and Wayne.

Transit Agencies Cont'd: SOUTHERN IOWA TROLLEY:

Southern Iowa Trolley is the public transit provider for the Iowa counties of Adair, Adams, Clarke, Decatur, Ringgold, Taylor, and Union. The agency is co-located with the Area XIV Agency on Aging and directed by the Area XIV Agency on Aging Board of Directors.

Chariton Valley counties served by Southern Iowa Trolley include Clarke and Decatur. Headquarters and dispatch are located in the City of Creston, at 215 East Montgomery Street, Creston, Iowa 50801 with Pamela Stow coordinating transit programs and services.

PASSENGER TRANSIT OPERATIONS IN THE CHARITON VALLEY AREA

Both public transit systems in the Chariton Valley Region provide demand response services to **the general public**. Additionally, 10-15 Transit operates fixed routes, paratransit, Americans with Disabilities Act (ADA) paratransit, and Job Access Reverse Commute (JARC) operations. JARC is a federally funded PUBLIC transportation system. Service is available to anyone needing transportation. Riders may use the bus to; go to work, go to childcare, and return home. Easy three (3) steps to get service; call the dispatcher, state your destination and pick up time, and state if you will need a return up time. The fleet consists of lift-equipment vehicles making the system accessible to anyone.

The transportation systems provide all citizens access to basic services. The goals for both transit systems are to meet all basic transportation needs for the general population within the bounds of operational budgets. Objectives for both agencies are to accommodate special needs populations and expand rolling stock and service options for all riders as permissible by financial constraints.

Special needs populations include public and private school student riders, ranging from pre-kindergarten through college levels are frequent users. Additionally, persons with disabilities and senior riders utilize Southern Iowa Trolley and 10-15 Transit systems.



10-15 Fleet vehicle used for JARC

Passenger Transit Operations Details

HOURS OF OPERATION

10-15 Transit

Monday – Friday	6:00 a.m. to 6:00 a.m.- (expanded on demand)
Saturday	On demand
Sundays	On demand
Holidays Observed:	No Service Provided:

New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas Eve, Christmas Day.

JARC Hours:

Monday – Friday	8 p.m. to 2 a.m.
Saturday	12 p.m. to 4 p.m. & 8 p.m. to 2 a.m.

FEES FOR SERVICES

10-15 TRANSIT RATES – General Public

In – town	\$ 2.00 in town, \$ 4.00 in county
Out of town	\$ 19.50/hr. – Non-medical
Contract Rates per Month	\$ 17.50 Seneca Area Agency on Aging & Headstart
	\$ 23.65 Schools and Private for Profit (one way)
	\$ 25.00 Medical In area –each way
	\$ 1.40/per mile Medical Out of area

JARC Fares:

Cash Fare	\$ 1.50
Tokens	\$ 1.20
Monthly pass	\$ 35.00
Elderly/Disabled	\$ 25.00
Children under 5	FREE

HOURS OF OPERATION

SOUTHERN IOWA TROLLEY RATES

Monthly Passes- Southern Iowa Trolley

Monthly Bus Pass - \$25.00 for one-way or \$45.00 for 2-way – K-12

General Public- \$2.50 or \$25 for 12 rides

Reduced Fare Monthly Bus Pass - \$1.25 or \$6.25 for 6 tickets - Seniors

Senior Living Centers- \$2.50 or \$30 for 12 rides

Headstart- \$1.25 or \$12 for 12 rides

Reduced Fare Eligibility –Southern Iowa Trolley

Riders who meet the following criteria are eligible for a Reduced Fare.

Elderly: Age 60 and older with proof of age.

Youth: Monthly pass allows for unlimited two-way usage.

Disabled: With proof of being listed on waiver that describes the disability of each applicant's situation for services needed. This must be on file at the office.

Low Income: For those who cannot afford the fare, they will be referred to the Iowa Department of Human Services (DHS). The office at DHS has passes available and information for low income assistance.

Special Packages – Southern Iowa Trolley

Trips are billed to certain contracts and authorized with the central office prior to travel. They are charged \$11.00 per driver hour plus \$1.10 per vehicle mile.

Shopping Trips- (min of 10 people) to Creston- \$10.00 plus \$1.00 per ride

To Des Moines \$20.00 per person. To the airport - \$10.00 per trip

Start up fee for the Week-end special trips are \$25.00 per day. Any other trips will need to be approved with the central office prior to travel.

Free Riders

- Aide or those who are a helper are at no charge but are still considered as a ride.
- Companions or someone who accompanies another to assist are at no charge if they take care of the person who rides on a daily basis, but are still counted as a ride. On the average there are ten to fifteen companions that use this service.

It is recommended that SIT continue its effort to make fares as affordable as possible through cost-saving measures and coordination of services whenever possible. It is also recommended that SIT continue to offer the innovative programs it has developed in order to make sure that rides are affordable. One way of helping those riders that cannot afford the existing fares and who are not eligible for existing funding streams is the new “mobility fund” designed by the Area Agency on Aging and SIT to assist riders. It is the intention of SIT to continue to explore sources of funding for the “mobility fund” and publicize its availability. SIT also plans to work at better educating its senior riders about the availability of their “donation only” option to paying fares. SIT plans to again offer its “Summer Fun Bus” program that provides free in-town rides throughout the summer to all students in the eight (8) cities that they serve.

FEES FOR SERVICES

Southern IA Trolley

Monday – Friday	7:00 a.m. to 5:00 p.m.
Saturday	Dialysis Service Only – Special
Sundays/Holidays	Dialysis Service Only – Special

Evening/Weekend Service Expansion:

It is recommended that the PTP Advisory Group/SIT TAC and SIT continue to discuss and monitor service gaps and the needs for expanded service within the region. It is also recommended that the PTP Advisory Group/SIT TAC work with SIT and health/human organizations in identifying areas within the region where service trials might be undertaken or more coordination of services are needed.

Conclusion:

Should significant progress be made towards these goals within the coming months it may become necessary for the PTP Advisory Group/SIT TAC to recommend amending the Passenger Transportation Plan in order to include more specific funding amounts or funding sources for these projects.

Other Transportation Providers

Area nursing homes, veteran's groups, hospitals, and human services agencies, and area schools require the use of their private transportation unless they notify their public transit provider; see *Appendix I: Transit Advisors*.

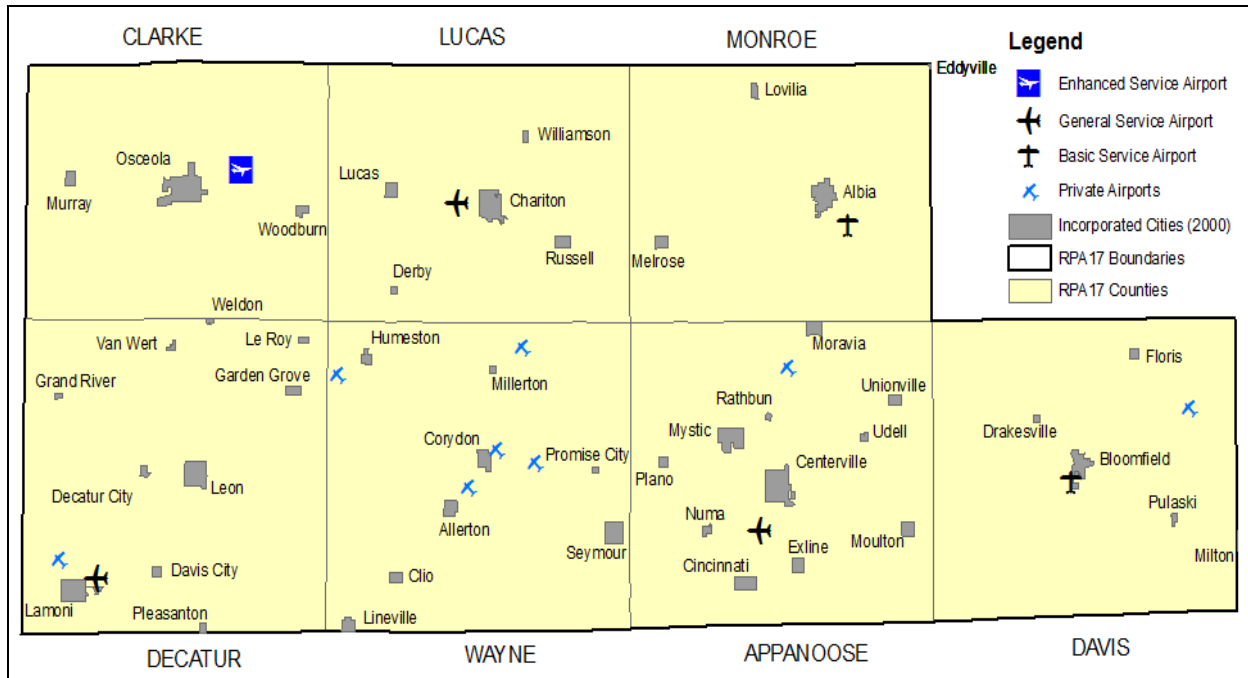
Many of these organizations have their own transportation in which they provide demand request transportation services to a specific group of customers/clients. All area organizations were invited to attend any of the publicly held meetings. In addition there was a request made if the organization was not able to send a representative they could send their comments by email or phone. Many more phone calls were made this year in an effort to increase PTDP involvement. Efforts produced new relationship which will assist in development of concurrent PTDP's.

10-15 Transit in cooperation with RSVP (Need to use actual name) expands transportation opportunities in Appanoose, Davis, Jefferson, Keokuk, Monroe, Van Buren and Wapello counties.

AIRPORTS

While air travel is not a major industry within the Chariton Valley Region there are several rural airports in use. Rural facilities are used for small private plans that do not carry a large number of passengers. There is not clear data to support how much transportation is provided; see *Figure 7: RPA 17 Airports*.

Figure 7: RPA 17 Airports



Source: Chariton Valley Transportation Planning Affiliation adapted from Long Range Transportation Plan

RAIL SERVICE

The Chariton Valley Region is covered by one railroad passenger transit route. This route the California Zephyr Route connects Chicago, Denver, and Emeryville, California. This line is used by the current long distance intercity Amtrak service. The only city in the Chariton Valley Region with an Amtrak stop is Osceola in Clarke County. However, there is a stop in Ottumwa in the county immediately to the east and in Creston in the county immediately to the west of the Chariton Valley Region. The

Figure 8: Amtrak Routes in Iowa



Source: Iowa DOT Office of Rail Transportation

The current long distance Amtrak rail service is limited in its ability to provide an effective alternative to auto and air travel in the state; see *Figure 8: RPA 17 Amtrak Routes In Iowa*.

Amtrak anticipates the growth projections for the next twelve years as shown in *Table 5: Ridership and Revenue Forecast* below.

Table 5: Ridership and Revenue Forecast

Data Item and Year Route 1: BNSF

Rail Passenger (000s)		Passenger Miles (millions)		Revenues (millions)	
2000	74.5	2000	359	2000	14.4
2010	87.6	2010	423	2010	17
2020	99.9	2020	483	2020	19.3

COMMERCIAL BUS / TAXI SERVICE

Currently RPA 17 is currently served by commercial bus service in Osceola in Clarke County. Those bus stops are for commercial carriers such as Greyhound and Jefferson Lines. They are located just inside the Southern Iowa Trolley region for transit. The closest taxi service for the area is located in Osceola in Clarke County.

CENTRAL IOWA RIDESHARE

Des Moines Area Regional Transit Authority (DART) offers many alternatives to driving in the area. It is serviced by residents of Osceola and Chariton. DART assists coordination and vehicle efforts for routine route riders and drivers within RPA 17 by providing carpools and vanpools. Three vans will also transport from Osceola and Chariton to the Des Moines Metro **area, offering** direct competition for Southern Iowa Trolley at a price below what the Trolley is able to offer.

Facts on Central Iowa Rideshare:

Rideshare serves 14 counties in Central Iowa.

- Annual Savings per vanpooler - \$6,000
- Average can commute over 90 miles per day.
- Average monthly fare is \$70.00

PUBLIC INPUT

During the course of 2008 and early 2009, public transportation users and advocates were gathered to discuss their perception and experiences with area transit systems. Important to the public input process was the identification of service needs, opportunities and issues. 10-15 Transit and Southern Iowa Trolley also have other separate organizational forums to receive riders' perspective. Additional detail on feedback is in the previous section on the planning process and in the meeting minutes in Appendix H.

Southern Iowa Trolley

Public input for previous RPA 14/ATURA Passenger Transportation Development Plans (PTDP's), now known as the Passenger Transportation Plan (PTP) was obtained through a variety of public input methods, including the following:

- Regional and local Mobility Action Plan (MAP) meetings
- ATURA PTP Advisory Group / Southern Iowa Trolley (SIT) Transportation Advisory Council (TAC)
- Iowa Workforce Development (IWD) – Region 14 Partners meetings
- Surveys mailed to health and human service providers
- Surveys mailed to transportation providers
- Meetings & Discussions with Southern Iowa Trolley staff
- RPA 14/ATURA Transportation Technical Committee meetings
- RPA 14/ATURA Policy Board Meetings

New public input was obtained during the past year through much the same methods. Specifically, information was gathered through the ATURA PTP Advisory Group / Southern Iowa Trolley Transportation Advisory Council (TAC) meetings, the Iowa Workforce Development – Region 14 Partners Group, Area 14 Agency on Aging – Advisory Council, RPA 14/ATURA Transportation Technical Committee meetings, RPA 14/ATURA Policy Board meetings, and through discussions with the staff at Southern

Iowa Trolley throughout the year. Approval of the PTP Update prior to submission in final form will be secured through a similar process used for the FY2010 Passenger Transportation Plan, a process that includes opportunities for input and concurrence or approval by the ATURA PTP Advisory Group/SIT TAC, the RPA 14/ATURA Transportation Technical Committee and finally by the RPA 14/ATURA Policy Board. The following meetings provided opportunities for public input in the period since the last full PTP was submitted for approval:

ATURA PTP Advisory Group Meetings

The RPA 14/ATURA PTP Advisory Group continues to meet in conjunction with the Southern Iowa Trolley Transportation Advisory Council (TAC).

March 18, 2009 ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting

Present: Becky Nardy, SICOG – RPA 14/ATURA

Robert Omer, Aging Representative

Carol Smith, Innovative Industries

Jackie Loomis, Southern Iowa Resources for Families

Steve Shelley, Adair County Supervisor

Linda England, Adams County Supervisor

Myron Manley, Clarke County Supervisor

Larry Eastin, Decatur County Supervisor

Dale Walters, Ringgold County Supervisor

Bonnie Godden, Taylor County Supervisor

Bob Brown, Union County Supervisor

Steve Bolie, Executive Director Area Agency on Aging

Pam Stow, Transit Manager, Southern Iowa Trolley

Agenda items/discussions related to PTP:

Becky Nardy, Transportation Planner, at SICOG reported on a survey sent to a variety of health and human service organizations to address their transportation needs and determine what the needs for extended hours might be, if any. She received much useful feedback that has been shared with SIT. SIT reported they plan to address the problems and concerns brought up through the survey process. A discussion followed that addressed questions about fixed routes and getting the word out to the public that transit is for everyone of all ages. The results of the survey appeared in the RPA 14/ATURA FY2010 Passenger Transportation Development Plan.

The RPA 14/ATURA Passenger Transportation Development Plan was mailed out to the Advisory Group members prior to the meeting in order for them to review the document. An opportunity was given for comments or suggestions for changes. There were no comments from the group. Myron Manley moved to approve the FY2010 PTDP and Linda England seconded the motion. All were in favor and the motion was adopted.

There was a discussion of vehicles being purchased by SIT using Stimulus (ARRA) funds and how the STP funds in the TIP will be used.

August 19, 2009 ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting

Present: Carol Smith, Innovative Industries

Jackie Loomis, Southern Iowa Resources for Families
Steve Shelley, Adair County Supervisor
Linda England, Adams County Supervisor
Larry Eastin, Decatur County Supervisor
Dale Walters, Ringgold County Supervisor
Bonnie Godden, Taylor County Supervisor
Steve Bolie, Executive Director Area Agency on Aging
Pam Stow, Transit Manager, Southern Iowa Trolley

Agenda items/discussions related to RPA 14/ATURA:

Southern Iowa Trolley reported on success of Summer Fun Bus and increased ridership over the previous year. The Summer Fun Bus was a promotion designed to increase ridership by students and make them more comfortable accessing transit services. Southern Iowa Council of Governments (SICOG) assisted SIT in marketing the Summer Fun Bus program using a Healthy Iowans Grant received from the Iowa Department of Public Health. SICOG created and mailed out flyers to churches, park and recreation departments, day care providers, conservation groups, State Parks, and other youth oriented organizations advertising the free transit service during the summer. SIT staff also worked diligently to promote the program by having staff make personal visits with various groups within the communities that they serve. The program received much “good press” in many of the local newspapers. This service was available in all eight towns where SIT has buses stationed and regularly provides bus service. Pam Stow, SIT Transit Manager, reported that 12,000 free rides resulted from the Summer Fun Bus promotion. Stow also reported that 3,412 rides were provided in Greenfield during RAGBRAI.

Southern Iowa Trolley rates increased 10% on July 1, 2009. SIT will make passes for the school year available, in addition to monthly passes. SIT reported that very few contracts were being entered into this year. Seven buses and four vans were ordered to replace existing vehicles using Stimulus (ARRA) funds.

October 21, 2009 ATURA PTP Advisory Group/Southern Iowa Trolley TAC meeting

Present: Robert Omer, Aging Representative
Steve Shelley, Adair County Supervisor
Linda England, Adams County Supervisor
Myron Manley, Clarke County Supervisor
Larry Eastin, Decatur County Supervisor
Dale Walters, Ringgold County Supervisor
Bonnie Godden, Taylor County Supervisor
Bob Brown, Union County Supervisor
Steve Bolie, Executive Director Area Agency on Aging
Pam Stow, Transit Manager, Southern Iowa Trolley

Agenda items/discussions related to RPA 14/ATURA:

Copies of the Draft RPA 14/ATURA Transit Chapter of the Long Range Transportation Plan were mailed out to members along with the Agenda at the request of Becky Nardy, Transportation Planner at SICOG. During the meeting comments were requested from

those present either at the meeting or to Ms. Nardy of SICOG following the meeting.
(There were no comments received.)

The RPA 14/ATURA Long Range Transportation Plan Survey was also mailed out with the meeting Agenda at the request of Becky Nardy, Transportation Planner at SICOG. The surveys were completed and returned to SICOG following the meeting. Transit Manager Stow and AAA Executive Director Bolie discussed the need for a Tommy Lift or some similar type of lift with a capacity in excess of 600 pounds. This is particularly needed in Osceola, where there is a bariatric facility. Southern Iowa Trolley will be looking into funding options.

December 3, 2009 ATURA PTP Advisory Group meeting (Joint meeting with Area 14 Agency on Aging Advisory Council, Transportation Advisory Council, and Board of Directors)

Present: Becky Nardy, SICOG - RPA 14/ATURA
Lacey Gilworth, RPA 17/Chariton Valley Planning
Robert Omer, Aging Representative
Carol Smith, Innovative Industries
Jackie Loomis, Southern Iowa Resources for Families
Linda England, Adams County Supervisor
Myron Manley, Clarke County Supervisor
Larry Eastin, Decatur County Supervisor
Dale Walters, Ringgold County Supervisor
Bonnie Godden, Taylor County Supervisor
Bob Brown, Union County Supervisor
Steve Bolie, Executive Director Area Agency on Aging
Pam Stow, Transit Manager, Southern Iowa Trolley

Special guests:
Representative Michael Reasoner, House District 95
Mark Hanson, Executive Director – Iowa Association of Area Agencies on Aging
Craig Patterson, Campbell/Patterson Consulting LLP (Lobbyists for AAA's)
Area 14 Agency on Aging – Board of Directors
Area 14 Agency on Aging – Advisory Council members

There was a discussion of Older Iowan's Legislature and Services for Seniors Forum. Pam Stow discussed that funding through Title 19 was cut 10% across the board and commented on how this also affected funding for transit services.

Iowa Workforce Development - Region 14 Partner Meetings

March 16, 2009 Iowa Workforce Development - Region 14 Partner Meeting

Present: Becky Nardy, SICOG – RPA 14/ATURA
Jean Rommes, Innovative Industries
Barb DeVore, Workforce Investment Act
Todd Spencer, Iowa Workforce Development
Daniel Zinnel, Proteus
Karen Goehring, Disability Navigator

Becky Nardy asked for suggestions and input into the Draft RPA 14/ATURA FY2010

Passenger Transportation Development Plan from the group. There were no comments on the document. She also reported eleven new vehicles were being purchased by Southern Iowa Trolley using ARRA (Stimulus) funds. All of these vehicles replaced older, high mileage vehicles that were past their federal definition of usefulness. A brief discussion followed regarding the transportation needs of the clients of those in attendance and how they were being met.

July 20, 2009 Iowa Workforce Development - Region 14 Partner Meeting

Present: Becky Nardy, SICOG - RPA 14 /ATURA
Jeanne Rommes, Innovative Industries
Mary Laustrop, Job Corps
Todd Spencer – Iowa Workforce Development
Karen Goehring, Disability Navigator
Dick Selix, Iowa Vocational Rehabilitation Services
Barb DeVore, Workforce Investment Act
Ruth Bolinger, Experience Works

Becky Nardy of SICOG - RPA 14/ATURA reported that the Passenger Transportation Development Plan has a new name now, Passenger Transportation Plan. It will continue to be an ongoing process and input from Region 14 Partners is appreciated. A suggestion came up from Goehring for Southern Iowa Trolley to consider applying for funding for a mobility manager for the region. Nardy reported that she has visited with SIT Transit Manager Pam Stow about this possibility and they were looking into this.

September 21, 2009 Iowa Workforce Development - Region 14 Partner Meeting

Present: Becky Nardy, SICOG – RPA 14/ATURA
Karen Goehring, Disability Navigator
Barb DeVore, Workforce Investment Act

The group went on a tour of the Fansteel-Wellman plant, one of the largest employers in Creston. The facility makes magnesium castings for the aerospace industry, among other things. Nardy was able to visit with several management level employees there about the transportation needs of their employees. JARC funding was discussed for transportation of employees of the plant and a contact was made in the human resources department for further discussion. (Contact was made in October and some additional data was obtained, but interest in proceeding at this time did not seem great.)

Area 14 Agency on Aging Advisory Council meeting

April 28, 2009

Area XIV Agency on Aging – Advisory Council Meeting

Present: Becky Nardy, RPA 14/ATURA - SICOG (Guest)
Joy Eden, Adair County
Ken Blazek, Adair County
Gerald Queck, Adams County
Rosana Fife, Adams County
Wendell Tuttle, Decatur County
Irma Johnston, Ringgold County
Neil Johnston, Ringgold County
Vivian Keith, Taylor County
Pat Rhoades, Taylor County
Leonard Feld, Union County

Max Pool, Union County
Steve Bolie, Executive Director Area Agency on Aging

Becky Nardy, Transportation Planner from SICOG was invited to make a presentation about the RPA 14/ATURA FY2010 Passenger Transportation Plan. She was interested in hearing what those present at the meeting felt about transit services in the region. Vivian Keith mentioned trips on the Trolley that are not affordable to senior citizens. Questions were asked about ways in which to make transit more affordable. Pat Rhoades expressed concerns about elderly persons who do not qualify for “elderly waiver” being able to afford transit services. Nardy plans to use the comments and information gathered from those present at this meeting in the PTDP process. The Southern Iowa Trolley will also use the information gathered at the meeting in an effort to better address the needs of the public.

Public Input:

10-15 Transit

10-15 TRANSIT BOARD MINUTES

September 24, 2009

Present: Lee Dimmitt, Dennis Smith, Janet Fife- LaFrenz, Jody McDanel, Lawrence Rouw, Greg Kenning
Michael Beary, Don Greenlee, Dale Taylor

Absent: Bill Randolph, Ernie Greiner

Staff: Pam Ward, Brenda Stevens, Tom Jones

Guests: Chris Kukla, Area XV Regional Planning Commission

AGENDA: Greenlee reviewed the agenda, and the agenda was approved as presented.

MINUTES The minutes from the meeting of August 27, 2009 were presented. Following review Kenning moved and Taylor seconded a motion to approve the minutes as presented. Motion carried.

EXPENSES

Expenses for the Month of August were presented in the amount of \$98,219.36.

Staff noted that this report contained the annual premium payable to ICAP for general liability, auto liability, property coverage and public officials’ coverage. It was noted that the entire premium expenses will not be shown on the financial reports. It is prorated over a 12-month period from September through August annually.

Following a review, Smith moved and Rouw seconded a motion to acknowledge and file the expenses. Motion carried.

REVENUE/EXPENSE REPORT

Staff reviewed the financial reports for August, noting that July reports are incorporated. Individual reports for July were also provided. Staff noted that there are five reporting areas now that New Freedom, Coordination, and Vermeer JARC have been separated out. Staff noted that revenues from local sources will be down due to the roll back in contributions from \$3,500 to \$2,500 per county. This results in \$11,000 less revenue throughout the year. Further, staff noted that revenues from State Transit Assistance is likely to be lower for the entire fiscal year due to the economic downturn and impact on the taxing source for that fund. In Lee County, both revenues and expenses are decreasing. In 10-15 Transit, both revenues and expense are decreasing. No revenues have been requested for New Freedom, Coordination, or JARC. They will be requested after each quarter’s data is ready for reporting. Expenses are beginning to be accrued in each of these accounts as demonstrated in the reports. No action was needed.

RIDERSHIP REPORT

Pam noted that there were 18,841 rides provided in August compared to 15,608 in August last year. Pam noted that several services have been changed this year that affected ridership. It appears that ridership will continue to grow as it has the past few months. The result of expanded hours and new services like JARC and New Freedom are contributing to the increases. Following review and discussion, the report was accepted as presented.

STATUS REPORT

Drivers and Dispatchers

Tom updated the Board on recent personnel activity. No action was needed by 10-15 Transit.

Capital Projects

Every year or every other year, a set of capital projects is developed using staff and Board input. These projects are based on a combination of wants and needs measured against funding opportunities and priorities established by the Iowa DOT and Transit that have the greatest possibility for funding success. Once the list is created, the next step is incorporation into the planning process that is set to begin in October and will be essentially wrapped up by March 2010.

Examples of past capital projects that have been successfully chosen, developed and completed were provided.

At this time, the staff has identified a short list of projects that should be pursued over the next fiscal year or two (FY 2010 and FY 2011). This is over and above the 1,600 square foot expansion to the maintenance shop. Those include:

- *Hoist for the maintenance shop expansion
- *Small tools purchases for the shop
- *Additional bus cameras for both fleets
- *Replacement of Maintenance Supervisor's service truck
- *Frame replacement for the CBD bus shelter
- *Replacement of servers
- *Upgrade telephone system

The Board indicated no objection or concern with the potential projects listed.

Pekin Agreement

Pekin Schools has requested 10-15 Transit to provide transportation to several of their designated students during the FY 2010

– 2011 school year.

The staff recommended that the Chairman be authorized to sign these agreements on behalf of the 10-15 Transit Board.

Fife-LaFrenz moved and Dimmitt seconded a motion to approve the staff recommendation. Motion carried.

System Identification

10-15 Transit was established in July 1992 – 17 years ago. Yet today, the service continues to be referred to among local users, contractors, and others as the SIEDA Bus.

We need to do more to create our own identify. One thought is to put the numbers 1015 in reflective blue vinyl on the hoods of the buses in bold size and font. Other ideas would be welcome. Discussion is recommended.

Alternatively, we can continue to work on this one person at a time – which may be required anyway. The Board generally supported a bold logo look. Staff will explore the cost. Other ideas included distribution of magnetic notes with 10-15 Transit contact information.

It was suggested the staff explore the cost of advertising periodically in the local “shoppers” that are provided to each household.

Staff will provide a follow-up report.

Contract Adjustment

Projects funded by stimulus money like the buses required the equipment to be ordered by August 18, 2009. In reviewing the contracts, Iowa DOT identified a problem with buses authorized under the stimulus grant. Bus numbers have been realigned to meet the deadline. The end result is that we have funding for an 8th bus.

An order has been placed with Thomas Bus Sales to reflect these contract amendments.

No action is needed by the Board.

MAINTENANCE SUPERVISOR'S REPORT

General Maintenance

Routine maintenance on the buses continues in preparation for winter.

Additionally, in preparation for the delivery of the new buses, the plug ins for the diesel engines on the City Buses will be relocated. The new buses have front engines. The current buses have rear engines. Electrical outlets will be added to the front of the parking stalls so that cords can be located and stored in close proximity to the front of the buses where the engine heaters are located.

Camera and Route Match Equipment

Installation of the on-board cameras previously purchased has been completed. Routine maintenance for checking and adjusting will be scheduled as needed.

Installation of the Route Match equipment will be completed using staff from McCall's Communication. Under the original agreement McCall's have been paid for the installation of 2 or 3 units' installations. While McCall's is doing these installations, the plan is for the maintenance shop staff to shadow that staff and learn the fine techniques for installation. Future installations will be done in-house. Currently, adjustments to the Route Match equipment requires technical support from Mentor and generally has required return to the factory for repairs. More minor issues like wiring have been handled in-house.

Back-up Generator

The portable generator has been purchased along with the trailer as authorized last month. The cost for the two pieces of equipment came in at \$2,611. The unit has been delivered and is now ready and waiting to be called into service.

Ridgeway Electric has been on site to inspect the installation site. The main back-up generator will be located between the office and the maintenance storage unit on the north side of the buildings. This site currently houses the air conditioning unit and electrical panels.

Ridgeway has identified the need to relocate the gas meter and perhaps adjust the line size. It is currently on the front side (south side) of the Recycling Building. The decision to locate the meter there was made in 1999 by MidAmerican Energy during the construction of the original maintenance shop and parking garage. The charges have always been access to Transit, but the vision for future construction was fairly dim when the Transit projects first launched nearly 10 years ago. The need to relocate now is driven by the need for increased fuel pressure on the lines. The work will accomplish this.

PROGRESSIVE MAINTENANCE REPORT

There were no questions on the August report.

OTHER BUSINESS

Chris provided an overview of the new Public Transportation Planning requirements. This requires a certain amount of input from human service agencies. Due to the service area (11-counties and Ottumwa) spanning over 3 planning areas, the staff recommended a joint meeting with invitations to human service providers. Staff will request input from the Board on whom to invite.

NEXT MEETING

The next meeting was scheduled for Thursday, October 29, 2009 at 10:15 a. m. at the Transit Conference Room.

ADJOURNMENT With no further business to conduct, the meeting was adjourned at 11:25 am.

Don Greenlee, Chairman Michael Beary, Vice Chairman Ernie Greiner, Secretary

10-15 TRANSIT BOARD MINUTES

October 29, 2009

Present: Lee Dimmitt Dennis Smith Janet Fife- LaFrenz Jody McDanel Lawrence Rouw Greg Kenning Michael Beary Don Greenlee Dale Taylor Bill Randolph Ernie Greiner

Staff: Pam Ward Brenda Stevens Tom Jones Ed Mosbey

Guests: Chris Kukla, Area XV Regional Planning Commission

Lacey Gilworth, Chariton Valley Planning

AGENDA: Greenlee reviewed the agenda, and the agenda was approved as presented.

MINUTES The minutes from the meeting of September 24, 2009 were presented. Following review Fife-LaFrenz moved and Randolph seconded a motion to approve the minutes as presented. Motion carried.

EXPENSES

Expenses for the Month of September were presented in the amount of \$47,682.15.

The Board asked how DOT physicals are handled and how often they are required. Staff advised the facilities being used. Further, the staff explained that renewals can be required after 1 or 2 years depending on the employee's physical conditions.

Fife-LaFrenz noted that Lee County Hospital has an occupational health department. Tom will see about setting something up to use them.

Following a review, Greiner moved and Smith seconded a motion to acknowledge and file the expenses. Motion carried.

REVENUE/EXPENSE REPORT

Staff reviewed the financial reports for September.

Staff noted that there are five reporting areas now that New Freedom, Coordination, and Vermeer JARC have been separated out.

In Lee County, both revenues and expenses are decreasing. In 10-15 Transit, both revenues and expense are decreasing.

Revenues have been requested for New Freedom, Coordination, and JARC. These will reflect in the October report and continue on through the fiscal year.

No action was needed.

RIDERSHIP REPORT

Pam noted that there were 24,721 rides provided in September compared to 24,757 in September last year. Pam noted the changes in the report for the Board and how this will be carried forward to the Iowa DOT reports.

The challenge is marrying the statistical data to the financial data. Brenda, Autum, and Pam are working hard to make sure this is reported completely and accurately.

Following review and discussion, the report was accepted as presented.

STATUS REPORT

Drivers and Dispatchers

Tom updated the Board on recent personnel activity. No action was needed by 10-15 Transit.

Iowa DOT Audit

Iowa DOT has provided a list of about 10 comments for both OTA and 10-15 Transit's year-end report. In board terms, the questions deal with the following topics:

- Total vehicle mileage reported and the variance between those figures and the year end odometer readings. The variance was largely due to 10-15 Transit vehicles being used for OTA services and vice versa. Of the 62,000 mile difference, 50,000 was accounted for in this manner. The difference of 12,000 was unexplainable, but staff noted that this seemed insignificant out of 1,550,000 miles – it was less than 1%.

- Several services provided by both OTA and 10-15 Transit had to be “named” including JARC, New Freedom, and Coordination. For OTA, we have used OTA Ride to Work for JARC, OTA Sundays (although it also includes Thursdays) for New Freedom, and Ottumwa After 6 for the Coordination services. For 10-15 Transit, we have used Vermeer for JARC, 10-15 After 6 for New Freedom and Seneca for the Coordination services. These were minor changes but clarified for DOT staff the services provided with these new sources of money.
- There were financial records that had to be adjusted. This was largely due to the date of receipt of money. For example, FY 2009 funds received after August 15, 2009, are recorded by the City Finance Department as FY 2010 funding. The fiscal records for FY 2009 are closed for audit purposes on August 15. These were minor changes and should be okayed once the information is reviewed by DOT staff.
- The final and perhaps largest changes involved 10-15 Transit. We are now required to report separately on Fairfield Taxi and Hy Vee shopping shuttle. We have typically reported all “miscellaneous” service as miscellaneous. These rides are generated from individuals or entities that don’t have a contract for service, but use 10-15 Transit incidentally.

Now, we have to break miscellaneous out by several different groups, including rides, hours, and miles. We have to break out costs and revenues as well. We have amended our first quarter FY 2010 to reflect the following break-outs: senior citizen groups or nursing and rehab facility groups; medical trips; public fares; and finally schools or day care centers. This takes quite a bit of data entry, but we believe we can make the changes to comply with this requirement.

No action is needed by the Board.

Advisory Committee Meeting

In order to comply with the planning requirements for the Passenger Transit Plan, we have to form an advisory committee to provide input on service needs. We have done this in past years using people who participate in the stakeholders meeting that work with mentally ill and retarded clients who use the bus services in Ottumwa and Region 15. In addition, we have solicited input from the Human Resources committee here in Ottumwa that also is made up of representatives from various human service type groups. The final segment is users of the service.

This year, we have also invited the Chariton Valley Planning staff who is responsible for providing this same information to the five western counties. We also intend to invite consumers of service from that area to attend.

Several new services are a direct result of that advisory group’s input. This includes Sunday service, Ottumwa After 6, expanded hours for the senior centers and throughout the service area to name a few. Two meetings are required annually. This year’s first meeting will be November 25 at 10:30. The Board is invited to attend as your time and schedule allows. The second meeting will be in January to review the draft document, add any additional recommendations and submit to Iowa DOT. The importance of this document cannot be underscored enough. It is the basis for justification on all our grants over the next 3 to 5 years. Impact of 10% Across the Board State Cuts

There is good news and bad news. The Good News is that the fund that allocates money to transit is exempt from the across the board state cuts. The Bad News is that this fund is fueled by tax revenues from auto sales. This fund is currently down 9% due to the decline in auto sales. It is possible that transit will have a heavier hit than the 10% across the board state cut recently announced. No action is needed at this time. Standardized General Fares Tom reviewed the public fares collected and the differences in each of the counties. The Board agreed that it would be helpful to have a standardized general fare schedule. Staff will produce signs and get them to the drivers to post in their buses.

No other action is needed.

IOWA DOT AGREEMENTS

Iowa DOT has offered an amendment to an existing agreement we have already executed. This amends the funding available under one contract to fully fund the replacement of Bus 982.

This has resulted in the cancellation of an existing agreement. In compliance with established procedures, both these agreements must be signed to fully execute the action associated with each agreement.

The staff recommended that the Board authorize the Chairman to sign on behalf of the Board.

Greiner moved and Randolph seconded a motion to approve the staff recommendation. Motion carried.

RSVP AGREEMENT

The agreement with RSVP will coordinate funds to enable continued services to medical care for the residents in 8 of the 11 counties in Region 15. The funds are available to support this effort.

The staff recommended that the Board authorize the Chairman to sign on behalf of the Board.

Greiner moved and Randolph seconded a motion to approve the staff recommendation. Motion carried.

MAINTENANCE SUPERVISOR'S REPORT

Back-up Generator

As reported in September, Ridgeway has identified the need to relocate the gas meter and perhaps adjust the line size. It is

currently on the front side (south side) of the Recycling Building. The decision to locate the meter there was made in 1999 by

MidAmerican Energy during the construction of the original maintenance shop and parking garage.

Ed has followed up with Ridgeway who had indicated that they are awaiting a response from

MidAmerican Energy. As a matter

of update, the generator is on order with delivery expected in 4 to 6 weeks. Installation will occur shortly thereafter.

Service Technician

As reported, Mike Foster has resigned as a bus cleaner due to health problems. As discussions have begun about filling this position, the staff would like to propose a change at this time from bus cleaner to service technician. The wage scale would remain the same with a starting wage of \$12.00.

A job description has been drafted by the maintenance staff including the people who have worked on bus cleaning. In summary, this change reflects the custodial work as well as maintenance work performed by a person in this position. Our former job description for bus cleaner did not completely reflect those responsibilities accurately. The physical requirements of the job have also been included. The staff recommended that the Board create this position in the transit department and authorize the staff to fill the current vacancy using this job description.

Smith moved and Greiner seconded a motion to approved the staff recommendation. Motion carried.

Vehicle Lifts

At this time, the maintenance staff has been exploring various models of lifts that would be used in the shop to raise equipment above floor level for repairs and services. There are basically three different types of lift options. They are: 1) the parallelogram lift, 2) 4-column service lift and 3) portable mid-rise lift. Ed reviewed the upside and downside of each option and related costs.

Each of these options is heavy enough to handle all the vehicles in the transit fleet. There is a broad range of prices and special accessories available for consideration ranging from the electrical requirements to auxiliary equipment like jack stands, lifting beams, and safety weight gauges.

The Iowa DOT has received more applications than funding available. Our project is among those being considered and carries a price tag of \$188,000. The plan is to have the staff recommendation to the Iowa DOT Commission in November with final action in December. Based on the outcome of this and our success (or not), we will better know what direction to take on the vehicle lifts.

In the mean time, the maintenance staff will continue to review the options and evaluation the financial implications of this procurement. A report will be presented in November or December based on information available.

Service Truck

The time has come to begin the replacement of the service truck driven by Ed. The vehicle is 7 years old with 145,000 miles. It will be maintained in the fleet to shuttle people around.

The staff recommended the Board authorize the purchase of a ¾-ton Chevy truck with the snow plow and heavy duty suspension option from Karl's Chevrolet.

The current state bids have expired. 2010 models will not be available until Spring. Karl's has priced a truck at \$32,700 with the snow plow and heavy duty options. This includes a \$5,000 GM rebate and a \$1,000 rebate on the snow plow equipment.

Pam stated that the funds are available.

Taylor moved and Smith seconded a motion to approve this recommendation. Motion carried.

PROGRESSIVE MAINTENANCE REPORT

There were no questions on the October report.

OTHER BUSINESS

None

NEXT MEETING

The next meeting was scheduled for Thursday, December 17, 2009 at 10:15 a. m. at the Transit Conference Room.

ADJOURNMENT With no further business to conduct, the meeting was adjourned at 11:20 am.

Don Greenlee, Chairman Michael Beary, Vice Chairman Ernie Greiner, Secretary

10-15 TRANSIT BOARD MINUTES

December 17, 2009

Present: Janet Fife- LaFrenz, Jody McDanel, Lawrence Rouw, Greg Kenning, Dale Taylor, Ernie Greiner

Absent: Lee Dimmitt, Dennis Smith, Michael Beary

Don Greenlee, Bill Randolph

Staff: Pam Ward Brenda Stevens Tom Jones Ed Mosbey Ricci Rush

Guests: Chris Kukla, Area XV Regional Planning Commission

AGENDA: Greiner reviewed the agenda, and the agenda was approved as presented.

MINUTES The minutes from the meeting of October 29, 2009 were presented. Following review Fife-LaFrenz moved and Randolph seconded a motion to approve the minutes as presented. Motion carried.

EXPENSES

Expenses for the Month of October were presented in the amount of \$77,545.10.

Expenses for the Month of November were presented in the amount of \$452,116.78.

Rouw requested information on the accident deductible paid and the medical care associated with the accident of

10-29-09. Later in the meeting, Tom provided that information.

Following a review, Taylor moved and Fife-LaFrenz seconded a motion to acknowledge and file the expenses.

Motion carried.

REVENUE/EXPENSE REPORT

Staff reviewed the financial reports for October and November.

Staff noted that there are five reporting areas now that New Freedom, Coordination, and Vermeer JARC have been separated out.

In Lee County, both revenues and expenses are decreasing. In 10-15 Transit, both revenues and expense are decreasing. Using grant funds, we have been able to spread some costs that have been favorable for the Lee County and 10-15 Transit Budgets.

No action was needed.

RIDERSHIP REPORT

Pam noted that there were 26,427 rides provided in October compared to 29,269 in October last year.

Trends in

November returned to their normal state of increased services. Rides in November were 22,351 compared to

20,902 last November.

Rides provided by the cooperative agreement with RSVP for the several counties will be reflected in December for October and November. These reports were delayed as we launched this new service.

This should level out in future months.

Following review and discussion, the report was accepted as presented.

STATUS REPORT

Drivers and Dispatchers

Tom updated the Board on recent personnel activity. No action was needed by 10-15 Transit.

Teamster's Communication and Bargaining Agreement

Pam updated the Board on the recent communications with Teamsters' and reviewed changes to the collective bargaining agreement. She noted that this is a 3-year agreement.

Pam noted that the OTA has taken action enabling this agreement to be signed upon receipt. No action will be needed by the 10-15 Transit Board.

Staff Report

Pam wanted to thank the Board for their role of support for the staff reorganization over the past year. This has enabled the staff to provide improved management of the system. Examples were provided. Ricci, Dispatch Supervisor, reviewed for the Board work she has done on enhancing a training package and reference package that will be provided to all drivers, but especially designed for the new employee.

The Board was very impressed with this work. Pam noted that this type of effort was not possible before due to limited staff.

Being full and properly staffed has resulted in many improvements like this example.

No action was needed by the Board.

FY 2011 DRAFT BUDGET

The review of the draft budget for FY 2011 was presented. At this writing, no revenue projections from federal, state, or local have been provided. Spreadsheets for all cost centers (5) were reviewed.

Each of the spreadsheets reflect the year end actual revenues and costs for FY 2009 that ended June 30, 2009; the projected budget for FY 2010 that we are working in at this time; and the request for FY 2011 based on our best estimates for revenue and expenses.

There are notes in the outer column that reflects changes that are likely to affect us.

The staff recommended that the Board authorize the submission of these budget figures for consideration. Amendments will be provided to the Finance Department once more definitive revenue projections are available.

The Board asked what wage increase was presented in this budget. The budget reflects the 2.5% increase agreed to in the collective bargaining agreement.

The Board asked if there was a possibility of federal funding reductions. The staff is unaware of any pending reductions, but that could happen after January 1.

With no further discussion, Kenning moved and McDaniel seconded a motion to approve the staff recommendation. Motion carried by unanimous vote.

MAINTENANCE SUPERVISOR'S REPORT

NEW Buses

All seven (7) new 10-15 Transit buses have been delivered.

The 10-15 Transit Board's discussed changes to the striping and lettering on the new buses. The goal is to improve the identify and visibility of the fleet. The Board agreed that a change was a good idea. They particularly like spelling out 10-15 Transit and placing it in multiple locations on the bus. Sites will be selected with input from our sign maker. The phone number will be included.

At this time, the exact delivery date remains unclear on the three (3) minivans. The last communication was mid-December.

The first city bus was delivered. Others will be following shortly.

Bus Cameras

The Verint camera equipment is on order and some shipped on December 10. Hopefully, the arrival will be within the next 10 days enabling maintenance to begin installation on the buses that have arrived.

No action is needed at this time by the Board.

Generator

The back-up generator has been delivered. The gas line has been moved. The next steps include pouring the pad, setting the generator, and the final installation. Ed is working to line up these steps along with the contractor, Scott Ridgeway.

No action is needed at this time by the Board.

Service Technician

At this time, due to the major work load, filling the position of service technician is on hold. Temporary help has been engaged to help with fueling and cleaning. The process to fill this position will begin after January 1.

Vehicle Lifts

Ed continues to explore options for the vehicle lift. Staff reported that Transit has been successful in receiving a grant for \$188,000 to expand the maintenance shop. That funding, with local match, should add a 40' X 40' expansion with higher walls to accommodate the vehicle lift.

Staff has already started work on the specifications and hopes to submit to Iowa DOT for review before the end of December.

Once approved, bids will be solicited around the first of March. Construction could commence in the Fall 2010 with completion before next winter.

No action is needed at this time.

PROGRESSIVE MAINTENANCE REPORT

There were no questions on the November report.

OTHER BUSINESS

Kenning reported a possible conflict with the March meeting due to ISAC School. Staff was directed to poll the

Board members in February to determine if a change in dates was needed.

NEXT MEETING

The next meeting was schedule for Thursday, January 28, 2010 at 10:15 a. m. at the Transit Conference Room.

ADJOURNMENT With no further business to conduct, the meeting was adjourned at 11:15 am.

Don Greenlee, Chairman Michael Beary, Vice Chairman Ernie Greiner, Secretary

10-15 TRANSIT BOARD MINUTES

January 28, 2010

Present: Janet Fife- LaFrenz, Jody McDanel, Lawrence Rouw, Greg Kenning, Dale Taylor, Ernie Greiner
Lee Dimmitt, Dennis Smith, Michael Beary, Don Greenlee, Bill Randolph

Staff: Pam Ward, Brenda Stevens, Tom Jones, Ed Mosbey

Guests: Chris Kukla, Area XV Regional Planning Commission

AGENDA: Greenlee reviewed the agenda, and the agenda was approved as presented.

MINUTES The minutes from the meeting of December 17, 2009 were presented. Following review Fife-LaFrenz moved and Greiner seconded a motion to approve the minutes as presented. Motion carried.

EXPENSES

Expenses for the Month of November were presented in the amount of \$39,910.09.

Following a review, Greiner moved and Kenning seconded a motion to acknowledge and file the expenses. Motion carried.

REVENUE/EXPENSE REPORT

Staff reviewed the financial reports for December.

Staff noted that there are five reporting areas now that New Freedom, Coordination, and Vermeer JARC have been separated out.

In Lee County, both revenues and expenses are decreasing. In 10-15 Transit, both revenues and expense are decreasing. Overall, we are hitting about 50% of our expenditures as budgeted.

Pam reported that federal and state funds have been requested and should be coming in during the month of February 2010.

No action was needed.

RIDERSHIP REPORT

Pam noted that there were 20,824 rides provided in December compared to 20,144 in December last year. Pam reported the favorable impact the new services like RSVP and Vermeer JARC have had on the data. This helps offset the impact of SIEDA Headstart reductions as well as the reduction in King's Kids. Following review and discussion, the report was accepted as presented.

STATUS REPORT

Drivers and Dispatchers

Tom updated the Board on recent personnel activity. No action was needed by 10-15 Transit.

Seneca Request for Proposals Seneca has issued their request for proposal documents. In light of the fact that we have responded to this RFP since 1995, the documents have been completed, signed, and submitted to Seneca in order to meet the deadline. The amount allocated for transportation is now \$114,288. As you might guess, the amount is lower each year due to a number of factors, but it is still a significant amount. We have coupled this with our State Transit Assistance coordination funds to maintain and in some counties significantly expand services. This has been well received by the senior citizens and the county staff as well.

The staff recommended that the staff be authorized to sign the agreements on behalf of the Board. This is just necessary "for the record".

Greiner moved and Kenning seconded a motion to approve the staff recommendation. Motion carried by unanimous vote.

IOWA DOT AGREEMENT

Iowa DOT has offered 10-15 Transit an agreement for the continuation of our Coordination Services in the amount of \$25,000.

Iowa DOT has offered the above mentioned agreement extending the expiration date of June 30, 2011. It was originally scheduled to expire on June 30, 2010.

The staff recommended that the Chairman be authorized to sign the agreements on behalf of the Board. Greiner moved and Rouw seconded a motion to approve the staff recommendation. Motion carried by unanimous vote.

MAINTENANCE SUPERVISOR'S REPORT

Operations

The weather has been brutal and has taken its toll on the fleet. The maintenance staff has been dealing with buses not starting, getting stuck, and a variety of other weather related issues.

In addition, we have been involved in several weather-related accidents. Fortunately, our drivers have not been found to be at fault in these accidents. There has been some damage to the vehicles and this will create more work to repair the damages.

Where appropriate, claims have been filed against the other party's insurance carrier to recover our costs.

NEW Buses

At this writing, seven (7) new 10-15 Transit buses have been delivered. The eighth is scheduled for delivery probably in March or even April 2010.

We asked and received the 10-15 Transit Board's permission to change the striping and lettering on the new buses. The goal is to improve the identity and visibility of the fleet. The Board has elected to maintain the same striping design, but add the numbers 10-15 before the word Transit on the sides. We will also be changing to a reflective blue strip – again adding to the visibility. One of the vehicles is available for inspection. Ideas were also solicited from our sign maker, Stan Foudree. His input was very helpful.

The three (3) minivans were delivered on December 31 and look great! We will be working to get the logos, striping, and other equipment in place before putting them out on the street.

At least one of the older minivans has been assigned to a service expansion in Monroe County. The other two older minivans will be assigned but their locations have yet to be finalized.

At this time, eight (8) ElDorado Passport buses have been delivered. The final one should be received by month's end.

Bus Cameras

The Verint camera equipment was ordered and partially shipped in mid-December. We have been assured that the balance of the order is being prepared and ready for shipment but a firm date has not been provided at this time. As an update, one bus has been completed and work will begin on the others shortly.

No action is needed at this time by the Board.

Generator

All work on the generator has been completed and tied into the main system.

No action is needed at this time by the Board.

PROGRESSIVE MAINTENANCE REPORT

There were no questions on the December report.

Pam and Ed asked how the Board wants to dispose of the old buses. Following a discussion, it was agreed that these vehicles would be disposed of via sealed bids upon concurrence from Iowa DOT.

OTHER BUSINESS

NEXT MEETING

The next meeting was scheduled for Thursday, February 25, 2010 at 10:15 a. m. at the Transit Conference Room.

ADJOURNMENT With no further business to conduct, the meeting was adjourned at 10:55 am.

Don Greenlee, Chairman Michael Beary, Vice Chairman Ernie Greiner, Secretary

10-15 TRANSIT BOARD MINUTES

February 25, 2010

Present: Jody McDanel, Lawrence Rouw, Bill Randolph, Greg Kenning, Dale Taylor, Ernie Greiner
Lee Dimmitt, Dennis Smith, Michael Beary

Excused: Janet Fife- LaFrenz, Don Greenlee

Staff: Pam Ward, Tom Jones, Ed Mosbey

Guests: Chris Kukla, Area XV Regional Planning Commission

AGENDA: Staff noted that Iowa DOT had sent a contract and action was needed.

Beary reviewed the agenda, and the agenda was approved as amended.

MINUTES The minutes from the meeting of January 28, 2010 were presented. Following review Greiner moved and Taylor seconded a motion to approve the minutes as presented. Motion carried.

EXPENSES

Expenses for the Month of January were presented in the amount of \$96,658.93.

Staff discussed the make ready costs and the 100% reimbursement coming back on those expenses. This will be just under \$28,000. We are well-prepared if the second round of stimulus funding passes with 6 buses identified in the process.

The expense for advertising was discussed. Staff noted that we are getting new customers and that has been able to be identified through the billing process. In addition, we have been taking advantage of free advertising like news releases, TV and radio spots.

Following a review, Greiner moved and Randolph seconded a motion to acknowledge and file the expenses.

Motion carried.

REVENUE/EXPENSE REPORT

Staff reviewed the financial reports for January.

Staff noted that there are five reporting areas now that New Freedom, Coordination, and Vermeer JARC have been separated out.

In Lee County, both revenues and expenses are decreasing. In 10-15 Transit, both revenues and expense are decreasing. Overall, we are hitting about 50% of our expenditures as budgeted.

Pam reported that federal and state funds have been requested and should be coming in during the month of February 2010. They will reflect in the reports provided in March's meeting.

No action was needed.

RIDERSHIP REPORT

Pam noted that there were 19,085 rides provided in January compared to 22,803 in January last year.

Pam reported that January was a brutal weather month and impacted ridership throughout every customer group as seen in the report. February seems to be trending more normally and rides should be rebounding.

Following review and discussion, the report was accepted as presented.

STATUS REPORT

Drivers and Dispatchers

Pam and Tom updated the Board on recent personnel activity. No action was needed by 10-15 Transit.

IOWA DOT Agreement Iowa DOT has offered 10-15 Transit an agreement funding of two buses awarded from STP money. The funding comes from each planning group.

The staff recommended that the Vice - Chairman be authorized to sign the agreements on behalf of the Board.

Greiner moved and Dimmitt seconded a motion to approve the staff recommendation. Motion carried by unanimous vote.

Public Hearing Set for Consolidated Grant Application In March, we will be holding the public hearing for the FY 2011 Consolidated Grant Application. All documents are prepared and ready for submission following the hearing. Following is the notice that has been placed in the Courier. This information represents a summary of the funding that will be requested: 10-15 Transit will request state transit assistance and federal transit assistance amounting to approximately \$321,943 and \$475,334 respectively, to support the day-to-day transit operations. The total day-to-day transit operating costs are projected to be \$1,525,120.

10-15 Transit will request federal transit capital assistance amount to approximately 195,880 to replace four light duty vehicles. If approved, these federal funds will be matched with local dollars on an 83% federal – 17% local basis. 10-15 Transit will also request capital funds from the Surface Transportation Program in the amount of \$141,600. These funds will be used to replace three light duty vehicles. If approved, these federal funds will be matched with local dollars on an 80% federal -- 20% local basis. 10-15 Transit will also request operating funds in the amount of \$45,124 from federal New Freedom money to expand hours of service. If approved, these funds will be matched with local dollars on a 50% federal -- 50% local basis.

10-15 Transit will also request operating funds in the amount of \$25,000 from federal Job Access Reverse Commute money to assist in providing service to employees in Pella and specifically to Vermeer Corporation. If approved, these funds will be matched with local dollars on a 50% federal -- 50% local basis. As a point of interest, the transit levy for OTA has been reduced by a few cents by the City Finance Director. This will still result in a slight increase in local funds so there will not be any negative impact. We do not anticipate any comments (negative or positive) on the grant application.

No action is needed at this time.

Staff noted that this has been publicized on GO-TV, on the website, and on the Transit Facebook page. Iowa DOT has also distributed information regarding the hearing.

City Communication Update Pam reviewed recent communication with the city administrator responding to anonymous complaints. She reported on the meeting she and Ed attended with the city administrator and the responses provided to the complaints.

The Board acknowledged this and stated their support of the Transit staff and the work being performed.

MAINTENANCE SUPERVISOR'S REPORT

Operations

We have had several small accidents that have resulted in minor damage due to the ice and snow on the roads. As you may expect, we have continued to operate, even though some customers have cancelled their service.

NEW Buses

The three (3) OTA Lift vans have been made ready for service with striping, numbering, logos and cameras installed. They have been placed in service in mid-February.

The three minivans that they have replaced have been assigned elsewhere in the system and will continue in revenue service.

Six (6) of the seven (7) light duty 10-15 Transit buses have been completed with striping, numbering, logos, and camera installation. The remaining two (2) should be ready for assignment in the near future.

Tom, Pam and Ed have been reviewing vehicle assignments and placement of these vehicles should occur shortly. This will result in a domino effect with vehicles being shuffled all over the board.

Staff discussed some new findings with the new buses and the data reviewed in assigning and reassigning equipment.

Pam has requested a delayed disposition on seven (7) of the buses that have been replaced. This is a process where requests are made to Iowa DOT to keep the vehicles in revenue service for a period of time due to their condition or repairs that have been made that extend their useful life.

In addition, Pam has requested Iowa DOT authorize the disposal of eight (8) of the buses that have been replaced. The first step in the process is to offer to other transit agencies. The vehicles were placed on the Iowa DOT classified ads, a secure website on January 29, 2010. They must remain on the classifieds for 30 days or until approximately March 2, 2010.

If there is no interest, the vehicles may be sold by an approved method including auction or sealed bids. The 10-15 Transit Board has approved the disposal through sealed bids. The sealed bid process will begin shortly. This same process of posting the vehicles for disposal will need to occur on the City Buses.

RECOMMENDATION: The staff recommends that the 10-15 Transit Board accept sealed bids for the buses on Thursday, April 15, by 3:00. The staff will prepare a notice that can be placed in the Ottumwa Courier and all other local publication deemed appropriate by the Board. The notice can also be provided and placed on a bulletin board at the Courthouse, if appropriate.

McDanel moved and Greiner seconded a motion to approve the staff recommendation. Motion carried.

PROGRESSIVE MAINTENANCE REPORT

There were no questions on the January report.

OTHER BUSINESS

None

NEXT MEETING

The next meeting was scheduled for Thursday, March 18, 2010 at 10:15 a. m. at the Transit Conference Room.

ADJOURNMENT With no further business to conduct, the meeting was adjourned at 11:00 am.

Don Greenlee, Chairman Michael Beary, Vice Chairman Ernie Greiner, Secretary

Transit

Pam Ward, Transit Administrator

2417 S. Emma Street

Ottumwa, IA 52501

Phone 641-683-0695 Fax 641-683-0671

TO: 10-15 Transit Board of Director

RE: Six-Month Meeting Schedule

DATE: November 18, 2009

Please be advised that the 10-15 Transit Board will be meeting on the following dates:

January 28, 2010

February 25, 2010

March 25, 2010

April 29, 2010

May 27, 2010

June 24, 2010

The meetings are held at the Transit Office, located at 2417 S. Emma Street, Ottumwa, Iowa.

The meetings will normally begin at 10:15 and generally adjourn by or before 11:15.

If you have any questions, please call our office at 1-800-227-6390 or in Ottumwa at 1-641-683-0695. You may also e-mail at pamota1015@pcsia.net.

Thank you for your business. We look forward to serving you in this coming months ahead.

EDUCATIONAL INSTITUTIONS

Transit service for school districts is a demand response service unless otherwise stated in a contract. The contracts most generally serve a special need student or group of students for the duration of one school year. The contract is then negotiated for the subsequently year. During the public input sessions, it was noted a more specific school need could arise soon. The five point harnesses has in past transit planning sessions and continues to be an area of concern for transporting three and four year old preschool students. This need has been addressed for current contractors by 10-15 Transit. They have updated seating to integrate child restraint systems. Many of the schools currently provide their own transportation for the schools.

It was discussed in 2009 at the transit meeting that the Department of Education might pursue state wide preschool. There would be a large need for vehicles designed with a 5 point harness. In addition, local schools provided updated information from 2008 that stated demand for educational transit outsourcing could be needed. It has been noted in the 2008 educational budget that travel and maintenance costs have increased causing schools to research the most cost effective transportation. See *Tables 6 and 6.1: School District Enrollment and Transportation Costs* for more detailed information; please note that the Russell School District has been closed recently.

Table 6: School District Enrollment and Transportation Costs

Source: 2006 Annual Transportation Data for Iowa Public Schools

District Name	Enrollment	Route Miles	Non-Route Miles	Net Operating Cost - \$	Ave. # of Students	Ave. Cost Per Pupil Transported - \$	Ave. Cost Per Pupil Enrolled	Ave Cost Per Mile - \$	District Square Miles
Albia #0081	1249.2	136,572	28,531	357,165.95	551.6	647.51	283.14	2.61	304
Eddyville-Blakesburg #0657	804.2	184,355	45,150	446,150.00	727.9	613.79	552.05	2.42	223
Centerville #1071	1580.3	175,715	47,866	461,227.21	805.2	572.81	257.76	2.62	165
Chariton #1107	1455.5	206,636	32,351	381,439.62	918.6	415.24	272.95	1.85	287
Clarke #1211	1390.4	202,179	28,516	436,690.26	976	447.43	297.16	2.16	269
Davis County #1619	1220.5	265,534	43,649	524,565.67	821.9	638.24	413.83	1.98	468
Lamoni #3465	352.5	38,726	24,203	93,838.90	118	795.24	260.66	2.42	101
Lineville-Clio # 3705	86.1	16,912	3,863	25,990.78	29.1	893.15	300.86	1.54	74
Moravia #4491	315.7	81,453	12,029	136,652.25	230.2	593.62	363.45	1.68	160
Mormon Trail #4505	287.3	69,337	6,663	177,657.27	198.4	895.45	387.77	2.56	204
Moulton-Udell #4518	237.2	52,514	28,702	84,158.21	143.9	584.84	525.74	1.6	178
Murray #4572	300	70,006	12,274	127,619.61	215.8	591.38	327.58	1.82	134
Russell closed	211.4	20,234	6,426	29,646.53	46.1	643.09	204.7	1.46	91
Seymour #5895	324	64,111	11,162	160,735.66	154.7	1,039.02	537.85	2.51	217
Wayne #6854	564.2	84,249	22,086	239,641.79	300.1	798.54	340.23	2.84	277
RPA 17 Total	10378.5	1,668,533	137,821.20	166,352.20	6237.5	10,169.35	5325.73	32.07	3152

School District Enrollment and Transportation Costs
ADA Status

Table 6.1 – School District Enrollment and Transportation Costs – ADA Status

School District	Enrollment	Number of Buses	Routes
Albia #0081	1249.2	1	1 Full route-daily Same bus-part-time
Centerville #1071	1580.3	2	1 Full route –daily 1 part-time
Chariton # 1107	1455.5	2	1 Full route – daily 1 part-time
Davis County #1619	1220.5	0	Use SEIDA in Ottumwa
Seymour # 5895	324	1	Part-time
All other schools		0	

Source: Chariton Valley Planning & Development Council – phone calls to transportation directors.

SERVICE NEEDS IN THE CHARITON VALLEY REGION

The Chariton Valley Region is a rural area of southern Iowa. Of the seven counties, only one county has an urban community as defined by the US Department of Transportation as a city with a population of 5,000 and up. Centerville is located in Appanoose County and has a population of 5,924 in the US Census of 2000. A significant user of transit services in the Chariton Valley are persons aged 65 and older. A table featuring a population breakdown by county and region of persons aged 65 and up referenced in *Table2: Key Demographics*.

According to a survey completed by TAG members and other transit system users, a number of public transit users are from households that are at or below the median income level for the county or region. See *Table 7: Select Household Median Incomes (1999)* for a breakdown of median household income by **county in the region compared to Iowa**.

Table 7: Select Household Median Incomes (1999)

United States	\$41,994
Iowa	\$39,469
Appanoose County	\$28,612
Clarke County	\$34,474
Davis County	\$32,864
Decatur County	\$27,343
Lucas County	\$30,876
Monroe County	\$34,877
Wayne County	\$29,380

Source: U.S. Census Bureau, 2000 Census

III. EVALUATION OF NEED

NEEDS AND CHALLENGES FOR REGION

The unmet needs and challenges, as presented by the TAG and other users through user interview responses, and brainstorming sessions from public meetings included the following:

UNMET NEEDS

- Special Medical Trips
- Out-of-County Services
- Recreational Trips for Elderly
- More vans accessible to persons using wheelchairs
- Night and Evening Services
- Weekend Service
- Special Health or Human Services Trips
- Trips for Employment Interview
- Lucas County out of the area travel to access basic needs (grocery & shopping)
- New River Hills Medical Clinic opening in Centerville with transportation needs.

CHALLENGES

- Large Service Areas Covered by 10-15 and Southern Iowa Trolley
- Difficulty in Hiring Drivers
- Limited Funding Availability
- Hispanic Population—refer to demographic info in *Table 3*
- Marketing the current brand image
- Lack of public input
- Funding or volunteer shortages for third-party transit providers

CONTINUED OUTREACH

To overcome the challenges and unmet needs, it was suggested to expand the current outreach to customers. It is thought that a better understanding of their need and giving them a forum in which they can present concerns or needs would help to meet their challenges. This relationship building could lead to further discussions of upcoming project and issues.

Chariton Valley Transportation Planning Affiliation (CVTPA) will assist transit providers by giving the public a continued knowledge of the transit, providing services, and meeting customer needs. The below list are scheduled annual public outreach services.

- Newsletters
- Press Releases
- TAC & Policy Board Meetings
- Transit Advisory Group Meetings
- 10-15 Board Meetings – Immediate & on-going input and feedback
website: <http://www.ottumwatransit.com/10-15.htm>
Facebook: Search Ottumwa Transit Authority – <http://ottumwatransit.com>

SIT Board Meetings – Immediate & on-going input
website:

The TAG representatives identified potential solutions to address unmet needs that were identified by users. As an example, it was suggested that the transit agencies work with health and human services organizations to identify and to train drivers to meet the transit systems' criteria. The coordination for training might assist in alleviating the transit agencies' ongoing concern in finding drivers.

Another suggestion involved working closely with health and human service organizations to develop more coordinated schedules in order to decrease unnecessary trips. The suggestion recommends the optimization of logistics management. Passengers could be asked to use the smaller, more economical vans with wheelchair ramps in the back as opposed to larger vans/buses with lifts.

It was also noted as gas prices have increased so has the demand for the use of cost effective transit; especially with low income and elderly populations. Iowa Workforce Development noted they had seen an increase interest public transit, but still it was challenging to have optional hours and service for all employers. Noting hours of operation for some employers require travel for night shift, which is not currently covered.

Lucas County is one of the only counties in the CVTPA region which does not provide transit funding to 10-15 transit for passengers to TENCO. This has caused some question as to the rate charge for these

customers. They have additional challenges with Adult Day Care and providing for this agency with their anticipation in budget cuts.

Some customers would prefer the general public rate of either \$2 or \$4, but that significantly increases the cost to the majority, when compared to the passenger per mile fee charged to every passenger.

MANAGEMENT NEEDS

The responsibilities of operating a rural transit system demand constant vigilance in managing dispatchers, schedules, vehicles and drivers, and coordinating the entire operation. Boards of directors, budgets and passengers also require attention.

Chariton Valley transit system operators expressed ongoing issues in attracting and retaining drivers who could meet the requirements for **employment**. A common concern was the high costs associated with testing, training, and hiring drivers coupled with the challenges of finding responsible personnel who will remain with the agency long enough for initial employer costs to be recovered.

Within the 2008 fiscal year Southern Iowa Trolley experienced a transition of Executive Directors from Janet Glendenning to Pam Stow. Stow has been with SIT for several years with several years experience within SIT management.

The proactive course of risk management is the process of controlling the chance or possibility of a **loss** that an agency could experience. This is an action that the area transit managers currently practice in RPA 17 region, and is an on-going need to be proficient in areas of risk management. Income and assets are safeguarded by identifying all the possible causes of accidents and/or losses, then taking deliberate, planned steps to **prevent, reduce and minimize the negative impacts of those losses.**

Chariton Valley transit managers have implemented or are investigating the following risk management actions:

- Development of system safety programs and policies
- Use of new approaches for hiring and screening employees
- **Continuation** of basic and follow-up driver training
- Timely job performance reviews for employees
- Offer of employee incentives for safe job performance
- Creation of passenger safety messages
- **Enhancements** procedures for:
 - vehicle maintenance
 - accident reporting
 - **toxic waste disposal – disposal site location**
- Use of security systems to protect property, **passengers, etc.**
- Acquisition of liability insurance for the Board – (10-15 Transit has this in place)
- Evaluate participation in insurance pools – (10-15 Transit has this in place)

FACILITY NEEDS

The regional transit agencies maintain facilities at the hubs of their operations in Creston and Ottumwa. Coordinated dispatch occurs from the centralized locations. 10-15 and OTA share administrative and maintenance facilities, pooling their resources in terms of infrastructure and facilities, as well as parts and support staff. This allows 10-15 and OTA to maximize their resources. The facility includes; administrative offices, four maintenance bays for working on vehicles, parts and equipment storage, one wash bay, and on-site refueling tanks and pumps. Currently, the facility serves **as a base** of operations for: nine (9) city buses, **five** (5) lift vans, and **twenty-five** regional transit buses **including reserve buses**.

10-15 Transit discussed during the 2009 year concluded that a **plan was needed for a** construction project to **expand the** maintenance facility. This expansion will add space **to incorporate a hoist and some additional storage for parts that resulted from the high demands that were placed on the organization.**

Facility needs questions posed to TAG members initiated conversation related to the challenge of covering the costs of operational expenses while maintaining a fee structure that is manageable for clients. Keeping low overhead on operations and facilities presents a challenge to the transit providers and often results in the agencies foregoing upgrades to operating and software systems, radio systems, Global Positioning Systems, and other technologies.

Limited capital funds for vehicle replacement were repeated concerns. Capital for office equipment, technical support, storage, and fleet maintenance were also expressed as needs following surveys and discussion forums with the TAG. **Note: These are on-going needs that are planned for and budgeted.**

IV. RECOMMENDATIONS

To supplement existing and previously identified goals and implied recommendations, this section has been added in accordance with Iowa DOT guidance.

- A. Fleet Upgrades:** CVTPA will continue to provide funds amounting to one vehicle per three years to Southern Iowa Trolley and three vehicles per three years (one vehicle annually) to 10-15 Transit.

Unmet Needs or Challenges Addressed:

- More vans accessible to persons using wheelchairs
- Limited Funding Availability

Potential Funding Sources:

- STP: \$75,000 is allocated by RPA to Transit annually
- Capital Grants Program – 5309
- Non-Urbanized Area Formula Program – 5311

Unmet Needs or Challenges Addressed:

- New **medical** facility in Centerville. This space could require additional routes and extended hours. The addition of a regular route was also discussed. Once the facility is open there will be a greater understanding of the transit needs. One area that will need more attention throughout the year.
- Additional service and **passenger mile rates** for Lucas County; **provides** a large challenge without county support.

Potential Funding Sources:

- Planning / STP
- Non-Urbanized Area Formula Program – 5311

B. Human Service and PTP Group Outreach: Continue efforts to incorporate non-profits and human service agencies along with transit users in providing feedback and coordinating service efforts. The 2009-2010 planning sessions were a great success largely due to the transit director's active role in seeking out vested partners for public input.

Unmet Needs or Challenges Addressed:

- Special Medical Trips
- Out-of-County Services
- Recreational Trips for Elderly
- Night and Evening Services
- Weekend Service
- Special Health or Human Services Trips
- Trips for Employment Interview
- Large Service Areas Covered by 10-15 and Southern Iowa Trolley
- Difficulty in Hiring Drivers
- Lack of Coordination between Service Providers and Transit
- Hispanic Population
- Marketing the current brand image
- Lack of public participation
- Funding or volunteer shortages for third-party transit providers

Potential Funding Sources:

- Planning / STP
- Elderly and Persons with Disabilities Program – 5310
- Non-Urbanized Area Formula Program – 5311

- C. Evening and Weekend Transit Services:** CVTPA will partner with Southern Iowa Trolley and 10-15 Transit to identify opportunities to expand transit services to times that are currently not served or only partially served by third party groups.

Unmet Needs or Challenges Addressed:

(10-15 does this service group on-demand. Additional services will be offered more as demand increases.)

- Special Medical Trips
- Out-of-County Services
- Recreational Trips for Elderly
- Night and Evening Services
- Weekend Service
- Special Health or Human Services Trips
- Trips for Employment Interview
- Hispanic Population

Potential Funding Sources: (Both systems receive this funding.)

- JARC – 5316
- Elderly and Persons with Disabilities Program – 5310
- Non-Urbanized Area Formula Program – 5311
- New Freedom - 5317

- D. Human Service Organizations Vehicle Funding:** CVTPA will work to identify and seek funding options to help human service organizations in their efforts to provide for un-met needs and for services outside of existing transit services. This will be provided if public transit is not meeting the general needs.

Unmet Needs or Challenges Addressed:

- Special Medical Trips
- Out-of-County Services
- Recreational Trips for Elderly
- Night and Evening Services
- Weekend Service
- Special Health or Human Services Trips

- Trips for Employment Interview
 - Large Service Areas Covered by 10-15 and Southern Iowa Trolley
 - Lack of Coordination between Service Providers and Transit
- Funding or volunteer shortages for third-party transit providers

Potential Funding Sources:

- JARC – 5316
- New Freedom - 5317

SHORT AND LONG TERM GOALS

While both transit providers in the Chariton Valley Region have differing short term goals, the long term goals are consistent. They both wish to provide cost effective transportation services and benefit the communities in which they are present. They also wish to accommodate special needs population and expand on services in which they are not meeting their need.

After the TAG meetings, there were several needs not currently discussed with the transit directors that will now be addressed. While some of these needs **will** not change from year to year it is still very beneficial to review them annually. This is done in hope that someday with a joint effort these needs will be **met**. Although our transit agencies operate in large rural areas, their services are key to the success of the small communities in CVTPA. Without their committed support many of the health and human services agencies would struggle to have participants.

PROGRAM OF RECOMMENDED PROJECTS – 10-15 Transit

1st Year Priorities

Based upon the gap analysis conducted earlier in this document, priorities for the 10-15 RTA over the next year should be to continue to provide expanded hours to senior centers and coordinate these efforts with Seneca AAA and RSVP, and to continue to provide transportation during evening hours to entertainment events. The regional transit authority should also work with Vermeer to assist with operating a vanpool for the company and its employees. Due the age and mileage of its vehicle fleet, 10-15 RTA should attempt to replace a number of its most in need buses.

To continue the expanded hours 10-15 RTA is providing in coordination with Seneca AAA and RSVP the transit authority should apply for STA Coordination funds for 2011. This provides additional service hours for trips to the senior centers and medical appointments. Funding for 2011 will allow 10-15 to continue the program a second year and have time to find a long term funding stream for this expanded service. 10-15 RTA should also continue to apply for New Freedom funding in 2011 in order to continue its evening service to entertainment activities which is helping to get people out and socializing. The vanpool that 10-15 RTA is working with Vermeer on is a new service, and 10-15 can apply for JARC funds to assist Vermeer with some of the operations costs of this service. This service includes four routes, two in Ottumwa, one in Albia, and another in Oskaloosa and Eddyville. The partnership with Vermeer may prove to be an example of what is possible with other employers in future years. 10-15 RTA should attempt to replace three to seven buses this year in order to maintain its vehicle fleet and remove the oldest and highest mileage vehicles from service. The transit authority should apply for both 5309 funds through the Iowa DOT and STP funds from RPA 15 and 17 to increase its ability to replace several vehicles during the year. If a second round of stimulus money becomes available in 2010, 10-15 should request funding for the replacement of seven buses with stimulus funds. This will allow it to replace the maximum number of buses if 5309 funds are not available and either use STP for additional buses or another project in the future. In addition to expanding its services and purchasing replacement vehicles, 10-15 RTA should request funding under the 5311 program to assist with the costs of operations, including administration and maintenance.

The Ottumwa Transit Authority should continue to request STA Coordination funds in 2011 to allow the agency to continue the “Ottumwa after 6” program. This funding will allow OTA to continue the program and promote it while finding a long term funding mechanism for this service. The “Ottumwa after 6” service has been beneficial in allowing people to get out and socialize and to increase involvement in the community. OTA should also to continue to apply for New Freedom funding in 2011 in order to continue to provide services on Sunday, which prior to last year had lacked service. A need for service on Sunday has been identified as a need for the last several years and it is important to maintain this service. JARC service in

Ottumwa has been very successful and employment agencies have emphasized how it helps them get clients to work. To continue this service OTA should continue to apply for JARC funding in 2011. Like 10-15 RTA, the Ottumwa Transit Authority should request funding from the 5311 program and STA to assist with operations, administration and maintenance costs.

Years 2-4 Priorities

For years two through four, 10-15 RTA should focus on maintaining existing services and replacing the oldest and highest mileage buses. In order to maintain existing services, the transit authority should request additional New Freedom funds in 2012 and build on the evening service being provided by offering trips to a wider variety of entertainment activities. This will increase use of the program and allow more people to get out and enjoy their communities. 10-15 should also continue to request 5311 funds to assist with operations costs. This assistance will allow the transit authority to keep costs down for passengers. In order to replace the most in need buses and upgrade its fleet, 10-15 RTA should apply for six buses each year in 2012-

2014, requesting four using 5309 funds, one using STP from RPA 15, and one using STP from RPA 17. This will allow 10-15 to replace between two and six buses each year. In 2012 through 2014, OTA should focus on maintaining existing services including the new evening and Sunday services. In order to maintain services, Ottumwa Transit should request New Freedom funds in 2012 to continue its Sunday

services. This will attract more users to OTA's services and increase passenger revenues. OTA should also continue to request JARC funding over the next three years to maintain JARC service. There is a high demand for this service by people needing transportation to work, continued funding of JARC will allow for people who might otherwise not be able to get to a job to be employed. In addition, OTA should request operating assistance in the form of 5311 funds and STA. This will allow the transit authority to keep costs down and ensure that services are available at a reasonable price for users.



10-15 regional transit bus

Southern Iowa Trolley

Goals remain much the same as described in the FY2010 PTDP. The PTP Advisory Group/Southern Iowa Trolley TAC (SIT TAC) group intends to continue working towards the goals described in that document and to work at identifying new goals. The following plan of action is recommended by RPA 14/ATURA and the PTP Advisory Group/SIT TAC concurs with these recommendations:

Mobility Manager:

It is recommended that SIT and RPA 14/ATURA continue their research into the feasibility of funding a mobility manager position. It is recommended that better coordination of services within the region be a primary goal of such a position. A job description for such a position has been developed based on the needs in the area. The costs of such a position should be determined and a clarification made of whether the duties anticipated for the position are eligible functions that can be funded by New Freedom. These steps should be taken in order to decide if a proposal should be presented to the PTP Advisory Group/SIT TAC for their approval and concurrence in pursuing funding for a Mobility Manager. New Freedom funding could be the source for such funding. The PTP Advisory Group/SIT TAC should be apprised of progress in this matter.

Southern Iowa Trolley Facility:

It is recommended that planning by the SIT and SICOG be continued to determine the feasibility of constructing a new transit facility or the purchase of their existing or a new facility in order to better meet their needs for additional office space and a more secure, covered parking area for transit vehicles.

Once SIT identifies its basic needs, a feasibility study should be undertaken by SICOG and Southern Iowa Trolley, as the initial step in seeking funding for such a facility.

Equipment:

SIT has recognized the need of a lift capable of serving riders who weigh in excess of 600 pounds, particularly in the Osceola area. They have been searching the availability of such a lift but have not yet found a suitable one. It is recommended that SIT continue research into the availability of a suitable lift. If they are able to find a lift and it is deemed feasible to purchase it, funding for it may need to be sought. It is also recommended that SIT continue to monitor changes in safety regulations, particularly those regarding requirements for securing children in safety seats or other regulations that might require new or additional equipment.

Vehicles:

It is recommended that SIT continue to program vehicles in the annual TIP in order to keep up with the need for the replacement of aging, high mileage vehicles using the usual and any new funding sources available. It is recommended that purchasing new vehicles remains a high priority for Southern Iowa Trolley in order to maintain their fleet Draft 2011 PTP Update – April 21, 2010, 15 replacement goals, improve the cost effectiveness of their operations, and increase safety.

The PTP Advisory Group/SIT TAC can be kept informed of SIT's fleet replacement plans.

Fares:

It is recommended that SIT continue its efforts to make fares as affordable as possible through cost-saving measures and coordination of services whenever possible. It is also recommended that SIT continue to offer the innovative programs it has developed in order to make sure that rides are affordable. One way of helping those riders that cannot afford the existing fares and who are not eligible for existing funding streams is the new "mobility fund" designed by the Area Agency on Aging and SIT to assist riders. It is the intention of SIT to continue to explore sources of funding for the "mobility fund" and publicize its availability. SIT also plans to work at better educating its senior riders about the availability of their "donation only" option for paying fares. SIT plans to again offer its "Summer Fun Bus" program that provides free in-town rides throughout the summer to all students in eight cities that they serve.

Evening / Week-end Service Expansion:

It is recommended that the PTP Advisory Group/SIT TAC and SIT continue to discuss and monitor service gaps and the needs for expanded service within the region. It is also recommended that the PTP Advisory Group/SIT TAC work with SIT and health/human organizations in identifying areas within the region where service trials might be undertaken or more coordination of services are needed.

Conclusion:

Should significant progress be made towards these goals within the coming months it may become necessary for the PTP Advisory Group/SIT TAC to recommend amending the Passenger Transportation Plan in order to include more specific funding amounts or funding sources for these projects.

APPENDIX A – GOALS AND OBJECTIVES FOR CVTPA

GOALS AND OBJECTIVES:

1. GOAL: CVTPA will provide mobility opportunities for citizens who are dependent on public transportation.

- a. Service will be provided to key activity centers within the Chariton Valley region, including hospitals, medical clinics, shopping centers, schools, and major employment centers.
- b. Service will comply with the requirements of the Americans with Disabilities Act.
- c. Coordination will occur with local entities for a more efficient use of local resources.
- d. Coordination of bus routes to accommodate the local schools.

2. GOAL: CVTPA will strive to provide efficient and effective services through public transit agencies at the lowest cost and highest productivity possible.

- a. Increase **ridership** on all routes and services.
- b. Productivity standards will be met based on passengers per hour and passengers per mile.
- c. Make maximum use of facilities and equipment, both public and private.
- d. The lowest cost alternative will be used to meet identified transit needs.
- e. Service will be provided on time to meet published or contractual schedules.
- f. Requests for new service will be evaluated to ensure that productivity objectives will be met and funding is available.
- g. Stimulate the use of private funds to supplement public subsidies.
- h. Develop a long-term commitment for public funding of transit services and seek sustainable sources of additional funding for operations.

3. GOAL: Provide transportation programs that are consumer-oriented.

- a. Provide service during commute hours at locations of major employment.
- b. Establish a countywide ridesharing program.
- c. Encourage use of public transit through a continuous marketing campaign and develop general community support for the purpose of generating **ridership** and funding.

APPENDIX B—FUNDING RESOURCES

FUNDING RESOURCES

Funds available to regional transit services, such as 10-15 and Southern Iowa Trolley. Regional Surface Transportation Program (STP) funds, State Transit Assistance, Capital Grants Program (5309), Elderly and Persons with Disabilities Program (5310), Non-Urbanized Area Formula Program (5311), Job Access and Reverse Commute (5316), and New Freedom (5317).

***Regional Surface Transportation Program:** RPA 17 receives an annual allocation of federal transportation funds through the STP program. These funds are distributed to counties in the region as well as 10-15 and Southern Iowa Trolley through an annual application process that is managed by Chariton Valley Planning and Development. Up to 80% of the project's cost are eligible and may be used for vehicle replacement. RPA 17 intends to replace one 10-15 vehicle annually under the STP program and one vehicle every other year for Southern Iowa Trolley.

***State Transit Assistance:** available from IDOT to local and regional transit systems annually based on a performance-based distribution formula. Agencies may apply for and be awarded funds each year; amount awarded will be determined by transit agency's operating statistics from the previous year. These funds can be used for general operating and maintenance costs. STA special projects money can also be used for coordination activities.

***Capital Grants Program (5309):** federal grant program to assist local and regional transit systems in funding capital improvements. Agencies may apply for competitive grant funding annually with applications scored and judged against other applications. Capital improvement projects including vehicles and bus facility replacement/expansions are eligible. Funding is dependent on federal, special appropriation.

***Elderly and Persons with Disabilities Program (5310):** federal grant program to assist local and regional transit systems in providing transportation services to elderly and disabled persons. Projects must involve or support transportation of the elderly or disabled.

***Non-Urbanized Area Formula Program (5311):** federal program to assist rural, areas with less than 50,000 in population, transit programs. Both local and regional transit agencies are eligible to apply. Funding is distributed to all eligible transit agencies on a performance-based distribution formula. Funds may be used for operating support, preventative maintenance, capital investments, or planning.

***Job Access and Reverse Commute (5316 formerly 3037):** federal program to provide funding for local transit agencies to connect low-income person's residences to places of employment and support. Agencies may apply for competitive grant funding each year; applications will then be scored and judged against other applications. Funding may be used for capital investments or operational costs, up to a maximum of 50% for operations costs and 80% for capital costs. Money can be matched by other federal, non-DOT funds.

***New Freedom (5317):** federal program to fund projects that provide new or expand existing transit services for elderly and disabled persons. Projects must specifically address the needs of the elderly and disabled. Agencies may apply for competitive grant funding each year; applications will then be scored and judged against other applications. Submitted projects may be a capital or service improvement to meet the needs of the elderly/disabled or operational costs of existing programs that exceed other ADA programs. Money can be matched by other federal, non-DOT funds.

***Federal Economic Stimulus:** federal stimulus funds were made available in 2009 for transportation projects including purchase and replacement of passenger transportation vehicles. Stimulus funding provided through the Iowa DOT Office of Public Transit can be used similar to 5309 funds. Stimulus funding through the RPA's can be used as STP funding, yet not local match required.

10-15 Transit and Southern Iowa Trolley have multiple resources available through the Iowa DOT and through the federal DOT Federal Transit Administration. The resources include general operating and maintenance, capital improvements, and program specific funding. In addition, 10-15 and Southern Iowa Trolley have regional resources through the availability of STP funds from RPAs. STP dollars may be used for planning activities and capital improvements.

Funding resources pursued and obtained by RPA public transit agencies include the following: State Transit Assistance, Capital Grants Program (5309), Non-Urbanized Area Formula Program (5311), New Freedom (5317), and regional Surface Transportation Program (STP).

Financial Resources for 10-15 Transit (2011-2014)

	2010	2011	2012	2013
RPA 15 STP	\$ 50,000	50,000	50,000	50,000
RPA 17 STP	\$ 50,000	50,000	50,000	50,000
5309(*)	\$195,880	195,880	195,880	0
5311	\$526,195	547,243	569,133	591,898
5317 (-)	\$ 26,030	27,071	28,154	29,280
STA- Formula	\$338,922	352,479	366,578	366,578
Total	\$ 1,187,027	1,222,745	1,259,745	1,087,756

Source: FTA projections from IDOT Office of Public Transit

Funding Resources for Southern Iowa Trolley

Funding Sources

Examine the feasibility of using sources of funding such as STA Special Projects, Coordination Special Projects, 5316 JARC, 5317 New Freedom, and others listed in the funding section of this document or new funding sources that become available to accomplish identified goals.

UPDATE: The feasibility of using the various funding sources in order to accomplish goals continues much the same as described in the previous PTDP. Area 14 Agency on Aging and the Southern Iowa

Trolley have undertaken the development of a “mobility fund” to supplement the fares of those unable to afford transit services and are seeking additional funding sources for that endeavor. Area 14 Agency on Aging and SIT also hope to better educate their senior riders about SIT fares for seniors and how those unable to afford those fares may opt to make an affordable donation instead of paying the full fare. Funding for this option continues to be obtained through funding streams directed for seniors.

Evening and Weekend Transit Services

Further examine the need for evening and weekend services provided by Southern Iowa Trolley in order to meet the needs of human service agencies and all segments of the population. In order to better meet this need, seeking funding for a mobility manager at Southern Iowa Trolley might be appropriate, as might be seeking funding to expand existing service hours for the transit agency.

UPDATE: Although the status has not significantly changed during the last year, the feasibility of expanding transit service hours to include nights and week-ends continues to be explored by Southern Iowa Trolley (SIT). The feasibility of offering such services continues to be evaluated, including how New Freedom, Coordination Special Projects, or other funding might be used to this end. Demand for such services does not appear to justify the costs associated with offering the service at present. However, SIT and the Passenger Transportation Plan Advisory Group/SIT TAC continue to discuss the extent of these needs and what actions can be taken in order to better meet them.

SIT has researched the potential duties of a mobility manager and how such a position might facilitate improved coordination of transportation services provided to human service agencies. A job description has been developed by the agency to address this need. However, it remains to be seen if New Freedom funding for a mobility manager position could actually be used in order to fund the activities that SIT has identified that it needs for such a position. No formal action will likely be taken until there is further clarification on this matter.

Expansion of Transit Services

Responses to the January 2009 Transportation Provider survey and discussions with the Southern Iowa Trolley staff, seem to indicate there may be a need for expansion of basic Draft 2011 PTP Update – April 21, 2010

10 services, particularly in Ringgold, Clarke, Union and Taylor Counties in order to better meet their basic transportation needs. The expansions could include additional hours of service or additional vehicles available for those areas.

UPDATE: PTDP Surveys from Lenox human service agencies and discussions with representatives of Taylor County identified a possible need for more transit service in the small town of Lenox, in Taylor County. No transit vehicles were housed in Lenox and vehicles from either Creston or Corning had to travel to Lenox in order to provide rides at that time. In response to this need identified through the PTDP process, the Southern

Iowa Trolley (SIT) decided to offer five day a week service in Lenox, with a dedicated local vehicle. SIT arranged for articles to be placed in the Lenox newspaper and they had SIT staff visit with human service providers, school personnel, and others to advertise the new daily local service. SIT even offered several weeks of free service as a kickoff event to promote the newly improved transit service. SIT arranged to park the SIT vehicle in a very visible location in Lenox. They made a concerted effort to advertise the new, lower-cost services available throughout the community. Unfortunately there was extremely little usage of the service. After a six-month trial period of everyday service with a dedicated vehicle in Lenox, SIT adjusted its service to meet the demonstrated demands of the community and now uses a dedicated Lenox vehicle only on Wednesdays. Service continues to be available to residents of Lenox on the other

days of the week. Vehicles must come from out of town in order to provide Monday, Tuesday, Thursday and Friday service, and thus the cost to riders is generally higher than on Wednesdays.

There are no congregate meals offered in Lenox and residents of the Taylor Ridge facility in Lenox would like to be transported to Clearfield for congregate meals. Taylor Ridge does not have the capacity to transport all the residents that are interested in this activity with their own vehicles. Therefore, Taylor Ridge and SIT are currently working together to try to coordinate transportation services for its residents who wish to go to the Clearfield Mealsite for congregate meals. Service in Lamoni was similarly expanded to five days per week with a vehicle dedicated to providing service only in Lamoni. This expanded service has been advertised throughout the community in an effort to increase ridership within the community. Ridership will be monitored to determine the feasibility of continuing the Monday through Friday service using a dedicated Lamoni vehicle. Transportation for dialysis services was previously provided three week-days each week.

However, because of increasing need, additional days of dialysis are now being offered and dialysis transportation is offered Monday through Friday. In order to accommodate those patients on the dialysis schedule when bad weather has caused the cancellation of dialysis services, Southern Iowa Trolley has provided dialysis transportation on Saturdays on an as-needed basis.

Southern Iowa Trolley staff have been working with Dr. Earl Kilgore who is the new executive director of a newly formed human service organization made up of several formerly independent organizations. These organizations now share a common board of directors and non-profit management company and are now the largest human service Draft 2011 PTP Update – April 21, 2010, 11 provider in the region. The coordination of their services under one parent organization may create opportunities for better coordination of transportation services as well. Planning for expansion of services offered by Southern Iowa Trolley and ways in which to coordinate them with the needs of the health and human service organizations, together with the general public, continue to be discussed.

Fleet Upgrade at Transit Agency

Although Stimulus funds received in FY2009 greatly enhanced the fleet of Southern Iowa Trolley; there remain aging vehicles with high mileage in need of replacement.

Purchasing new vehicles remains a high priority for Southern Iowa Trolley to remedy this situation and improve the cost effectiveness of their operations, increase safety, and better meet their fleet replacement goals.

UPDATE:

Fleet Upgrade: The need to purchase replacement and/or expansion vehicles remains a high priority at Southern Iowa Trolley. Seven new buses and four mini-vans purchased using ARRA (Stimulus) funds were delivered to Southern Iowa Trolley during the last year. The transit agency has fully equipped these vehicles with signage, surveillance equipment, and radios. Funding to use for vehicle purchases continues to be sought and explored, as aging vehicles with high mileage in need of replacement, remain in the agency's fleet.

Transit Facility Improvements: As mentioned last year, Southern Iowa Trolley continues to look into the possibility of purchasing their existing leased building or to build or purchase a different facility in which to adequately house their offices, provide service to their vehicles, and securely park their vehicles. Their current leased facility is not large enough and does not provide covered or secure parking for vehicles. As referenced last year, a feasibility study is being discussed in order to seek funding for a transit facility. The initial steps of determining the data to be gathered in order to do a feasibility study are being taken.

Human Service Organizations Vehicle or Transit Service Funding

If funding sources for vehicles or for transit services to better serve human service organizations and/or the general public can be identified and methods developed in which to help human service agencies provide these transportation services, they should be explored to the fullest. Encourage participation by additional human service organizations in the PTDP process.

UPDATE: The need for funding vehicles and transportation services for those the human service organizations serve remains much the same. Coordination of services in order to make vehicles and transit services more accessible or affordable to these organizations and their riders have continued to be explored. Creative and innovative methods of doing so are being explored, including implementation of a volunteer driver Draft 2011 PTP Update – April 21, 2010,12 program, having human service organizations operate vehicles purchased by the local transit agency, or exploring new or additional ways to use existing transit vehicles or expand existing services to better meet the needs of human service organizations. A lift capable of supporting riders weighing in excess of 600 pounds may also want to be purchased and installed in order to meet the needs of riders, in particular patients of a bariatric facility in the region. SIT has been actively searching for such a lift to fit their vehicles and plans to continue the search for a suitable lift. A “mobility fund” has been developed by the Area 14 Agency on Aging/SIT that is designed to help fund transit rides for those unable to afford fares and who are not eligible for other funding streams. SIT also plans to step up their education of seniors about the agency’s policy of accepting fares for rides on a “donation basis” because of funding assistance available to them from the Area 14 Agency on Aging. This policy allows seniors to obtain rides and pay only the amount that they can afford or pay nothing should that be necessary.

Mobility Manager

It has been suggested at meetings held within the last two years that hiring a Mobility Manager for the region may be a way to better coordinate services between the health/human service organizations and SIT.

UPDATE: A number of resources have been tapped by SICO in recent months in order to obtain information about how other regions are utilizing Mobility Managers, the costs involved, and in obtaining job descriptions of Mobility Manager positions. This information has been shared with SIT who has also been researching and learning from other agencies as well. A “Mobility Manager” group has been formed within the State of Iowa and SICO has been in contact with members of this group. SIT and SICO have been invited to attend their meetings to learn more about this process and to provide an opportunity to ask questions of them and gain help in determining the feasibility of seeking funding for a Mobility Manager for the area. SIT definitely has a need for additional staff and they have developed a job description of the duties that they believe would enhance mobility within their agency. However, it remains to be seen if the duties identified as being needed by SIT are actually functions that could be funded through the funding stream identified for Mobility Managers - New Freedom. Identifying exactly which functions are actually eligible to receive this funding must be established by SIT prior to determining if this is a viable and useful project for them to pursue.

Passenger Transportation Plan Advisory Group

Continue to meet and coordinate the needs of the region and develop and plan actions to follow-through on the strategy discussed in this document and seek out ways to better meet those needs.

UPDATE: The PTP Advisory Group/SIT TAC and the IWD Region 14 Partners have continued to work together during the last year in an effort to reach more health/human services organizations, identify gaps in services, and better coordinate transportation within the region. A possible reorganization of the PTP Advisory Group/SIT TAC is Draft 2011 PTP Update – April 21, 2010, 13 being discussed. RPA 14/ATURA would like to continue partner with the SIT TAC or a similar group, perhaps with fewer meetings, as a way for the coordination process to continue to benefit from the excellent attendance at these meetings and the valuable input received from the membership.

RPA 14/ATURA Transportation Planning Affiliation**Fund Type Codes****Type of Project****Type of Expenditure****Transportation Improvement Program**

5309 - Capital Program

O - Operating

Reh - Rehabilitation

Draft # 1 FY2011-2014

5303 - Metropolitan Planning Program

C - Capital

Ret - Retrofit

5307 - Urbanized Area Formula Program

P - Planning

Rep - Replace

3037 - Job Access/Reverse Commute Program

Exp - Expansion

5310 - Elderly and Persons with Disabilities Program

5311 - Nonurbanized Area Formula Program

5313/5314 - State Planning & Research

SOUTHERN IOWA TROLLEY

Fund Type	Recipient	Description of Project	Vehicle ID#	Type Exp.	Type Proj.	Total Cost in YOY				Federal Participation in YOY				2011 STA
						2011	2012	2013	2014	2011	2012	2013	2014	
5311/STA	So. IA Trolley	General Operations		O		1,066,590	1,098,588	1,131,546	1,165,492	258,877	269,232	-	-	258,877
5311/STP	So. IA Trolley	One ADA mini-van/surveillance (\$30,000 STP - RPA 14)	n/a	C	Exp	46,000				38,180		-	-	
5309	So. IA Trolley	One 176" LD Bus/surveillance	76	C	Rep	78,000				64,740		-	-	
5309	So. IA Trolley	One 176" LD Bus/surveillance	78	C	Rep	78,000				64,740		-	-	
5309	So. IA Trolley	One 176" LD Bus/surveillance	75	C	Rep		80,340				66,682	-	-	
5309	So. IA Trolley	One 176" LD Bus/surveillance	73	C	Rep		80,340				66,682	-	-	
5309	So. IA Trolley	One 176" LD Bus/surveillance	71	C	Rep		80,340				66,682	-	-	
5311/STP	So. IA Trolley	One 176" LD Bus/surveillance (\$64,927 STP - RPA 17)*	n/a	C	Exp			82,751				68,683	-	
5309	So. IA Trolley	One 176" LD Bus/surveillance	72	C	Rep			82,751				68,683		
5309	So. IA Trolley	One 176" LD Bus/surveillance	77	C	Rep			82,751				68,683		
5309	So. IA Trolley	One ADA mini-van/surveillance	79	C	Rep				50,266				41,721	
5309	So. IA Trolley	One ADA mini-van/surveillance	80	C	Rep				50,266				41,721	
5309	So. IA Trolley	One 176" LD Bus/surveillance	81	C	Rep.				85,233				70,743	
Total						1,268,590	1,339,608	1,379,799	1,351,257	426,537	469,278	486,050	445,386	258,877
5311	SICOG	RPA 14 Transportation Planning		P		25,656				20,525				

*Balance paid through STP funds from RPA 17/Chariton Valley Transportation Planning Affiliation

Inclusion of a project in the TIP or STIP does not guarantee Federal Aid eligibility.

Eligibility will be determined in a case-by-case basis when project authorization is requested from the FTA.

Revenue Source	FY09 Budget Amount	FY10 Budget Amount	Change in Budget
Senior Living Program	30,000	30,000	-
Federal Title IIIB	30,000	30,000	-
Federal Transit Assistance	256,497	256,497	-
RTAP Reimbursement	1,000	1,000	-
State Transit Assistance	246,003	246,003	-
County Support	53,017	53,017	-
Fare Box & Ticket Revenue	46,217	46,217	-
Contract Revenue	423,070	433,558	10,488
Uncollectible Accounts	(40,680)	(24,408)	16,272
Contract Revenue – Capital Set-Aside	(50,000)	(50,000)	-
Contract Revenue – Self-Ins. Set Aside	(13,000)	(13,000)	-
Other Income	10,000	10,000	-
Proceeds from Insurance			-
Program Income IIIB	14,000	14,640	640
Program IIIel			-
Program Income IIIC2			-
Program Income SLP	2,000	2,000	-
Total Revenues	1,005,363	1,035,524	30,161

APPENDIX C— SOUTHERN IOWA TROLLEY (SIT)

Current and Proposed Rates

Client	Previous Rate	Current	2007-2008	2008-2009	
General Public Rate - In-town and within 3.5 miles	2.00ride/22.00ticket	2.50ride/25.00ticket	2.50ride/27.50ticket	3.00ride/33.00	one free ride on a twelve-ride ticket
3.5 - 8 miles		5.00	No Increase		
Mileage & Hourly Rate	9.00hr/ 90 mile	11.00 hr./1.10 mile	12.00hr/1.20 mile	13.00 hr/1.30mile	Plus surcharge for fuel over \$3.00 per gallon
Senior Tickets (six ride ticket)	1.00ride/5.00 ticket	1.25ride/6.25 ticket	1.50/7.50 ticket	2.00/ 8.00 ticket	one free ride on a six ride ticket
Nursing Homes (12 ride ticket)	2.00ride/22.00 ticket	2.50ride/30.00ticket	3.00ride/36.00ticket	3.50 ride/42.00ticket	
Wheelchair Return	10.00/chair	15.00/chair	No Increase	No Increase	
Waiver Route Rates -Per trip					based on time & miles
Greenfield/Creston (45miles) 10 riders	5.36	6.55	No Increase	7.15	
Corring/Creston(via - Lenox & Prescott	5.36	9.85	No Increase	10.75	(80 Miles) 12 riders
Afton Route (22 miles) 10 riders	2.50	3.75	No Increase	4.10	
Lamoni/Osceola (66 miles) 1 rider	82.00	106.50	No Increase	116.00	
Rural Clarke/Osceola (20 miles) 1 rider	16.50	18.50	No Increase	20.25	
Rural Afton/Creston (22 miles) 1 rider	18.00	19.75	No Increase	21.50	
Lamoni/Mt. Ayr (45 miles) 5 riders	5.36	11.25	No Increase	12.25	
Waiver Route Rates - daily rate					based on time & miles
Delphos/Mt. Ayr (48 miles) 1 rider	2.50	55.00	No Increase	60.00	
Weldon/Creston (88 miles) 1 rider	99.50	209.00	No Increase	228.00	
Waiver Route Rates - In Town					
Mosiac - in town	Various	2.50	No Increase	2.75	
Creston in-town Innovative	Various	2.50	No Increase	2.75	
Mt. Ayr in-town Supportive Services	Various	2.50	No Increase	2.75	
Out of town on Existing Route - per ride		2.50/ride	2.50/ride	3.00/ride	
State rate - per trip		5.50	No Increase	6.00	
Headstart (12 ride ticket)	1.00ride/10.00 ticket	1.25 ride/12.00 ticket	1.50 ride/15.00 ticket	1.75 ride/17.50 ticket	
Preschool (ride paid by Preschool)		2.00	2.25	2.50	
Student Passes - Preschool - 12 grade					
One way- Pass		19.00	No increase	30.00	
2nd Child riding on One-way Pass	N/A	15.00	No increase	18.00	
Two - way Pass		38.00	No increase	50.00	
2nd Child riding on Two-way Pass	N/A	30.00	No increase	36.00	
Out of Town on non-existing Route					
1 - 3 miles	N/A	N/A	2.50ride/27.50 ticket	3.00 ride/33.00ticket	
Packages -- over 5 bags	N/A	N/A	.25 per bag	.25/bag	

Shopping Trip to Des Moines (limit 10 people)		16.00	20.00	22.00	25.00
Airport	5.00/trip	10.00/trip	No Increase	12.00/trip	
Start-up fee for specials Week-ends	N/A	25.00	No Increase		27.00
Terrible's Casino - general public pricing within Osceola					

APPENDIX D— COMPLETE 10-15 REGIONAL TRANSIT FACTS & FUNDING

Figure C-4: FFY 2011-2014 IOWA STATEWIDE IMPROVEMENT PROGRAM (STIP)

Transit Element
Inclusion of a Project in the STIP does not guarantee Federal-Aid Eligibility
Eligibility will be determined on a Case-by-Case Basis when Project Authorization is Requested from FHWA and
FTA

T DESCRIPTION

Fund	System	Description of	Type of Proje ct	Type of Expend	Total Costs				Federal Costs				State Costs		
					2011	2012	2013	2014	2011	2012	2013	2014	2011	2012	
OTTUMWA															
5311/ ST STA/I nfra JARC New Free STA Coor	A OTA	General/Operation/Maintenance/Administration		O	943,020	945,000	950,000	955000	408,255	408,255	408,255	408,255	212,988	212,988	
	OTA	Operation/Maintenance/Administration Capital Equip		C	235,000	90,000	90,000	90000					188,000		
	OTA	Expand Bus Service Hours	Exp	O	125,000	125,000	130,000	140000	55,000	55,000	60000	65000			
	OTA	Expand Bus Service Hours	Exp	O	16,034	17,000			7,908	7,908					
	OTA	Expand Bus Service Hours	Exp	O	51,300	51,300							25,000	25000	
TOTALS:					1,370,354	1,228,300	1,170,000	1,185,000	471,163	471,163	468,255	473,255	425,988	237,988	
10-1															
5311	5 RTA														
5311 STA/I nfra New Free STA Coor	10-15 RTA	General/Operation/Maintenance/Administration		O	1,525,120	1,550,000	1,600,000	1650000	475,334	475,334	475,334	475,334	321,943	321,943	
	10-15 RTA	Operation/Maintenance/Administration Capital Equip		C	72,500	90,000	90,000	90000							
	10-15 RTA	Expand Bus Service Hours	Exp	O	45,124	45,124			26,030	26,030					
	10-15 RTA	Expand Bus Service Hours	Exp	O	51,300								25,000	25000	
	10-15 RTA				100,360				25,000						
	10-15 RTA				236,000				195,880						
	10-15 RTA				118,000				94,400						
	10-15 RTA				59,000				47,200						
	JARC	RTA		Exp											
	STIM	10-15	Expand Bus Service -- Vermeer Replace four 176" LD	Rep											
STIM	RTA	buses: #011, #012, #013, #032L Replace two 176" LD	Rep												
STIM	10-15	buses: 014, 035 Replace one 176" LD bus: 034 Replace four	Rep												
5309	RTA	176" LD buses: #031, #032, #033, #012L	Rep	O C C C C	236,000				195,880						
STP	10-15	Replace one 176" LD bus: 046 (RPA 15)	Rep	C	59,000				47,200						
5309	10-15	Replace four 176" LD buses: #041, #042, \$043, #044	Rep	C		236,000					195,880				
STP	10-15	Replace one 176" LD Bus: 053 (RPA 15)	Rep	C		59,000					47,200				
5309	10-15	Replace four 176" LD buses: #051, #052, #055, #056	Rep	C			236,000					195880			
STP	10-15	Replace one 176" LD Bus: 071 (RPA 15)	Rep	C			59,000					47,200			
TOTALS:					2,207,404	1,980,124	1,985,000	2,035,000	863,844	744,444	718,414	718,414	346,943	346,943	
AREA15 RPA															
5311	Area 15 RPA	RPA Transportation Planning		P	30,460				24,368						

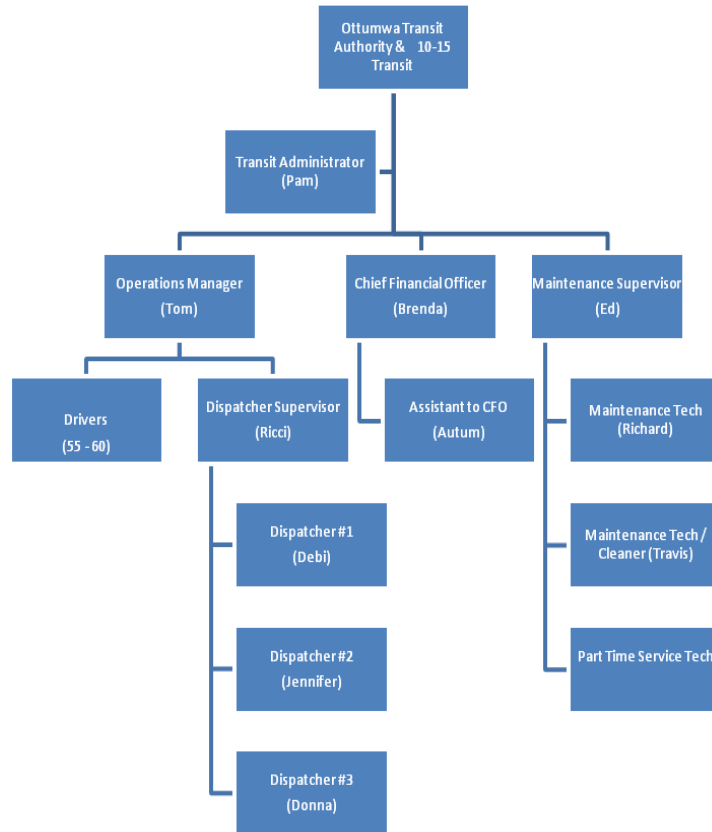
PTMS ranking	Vehicle ID	Year	Chassis	Model	ODO FY08	Annual Miles	Replace In
102.82	971	1997	Ford	Supreme	235,359	16,857	2004
109.74	973	1997	Ford	Supreme	244,216	3,068	2004
101.93	974	1997	Ford	Supreme	233,957	20,161	2005
104.51	975	1997	Ford	Supreme	224,410	0	2005
99.75	980	1999	Ford	Eldorado	270,400	2,005	2007
30.27	981	1998	Ford	Eldorado	228,403	9,944	2005
32.7	982	1998	Ford	Eldorado	247,765	20,815	2005
101.04	983	1998	Ford	Eldorado	290,531	30,407	2005
92.1	984	1998	Ford	Eldorado	254,389	25,547	2005
96.12	985	1998	Ford	Eldorado	269,083	26,154	2006
99.93	986	1998	Ford	Eldorado	278,132	21,419	2006
97.5	987	1998	Ford	Eldorado	278,704	30,512	2006
99.5	988	1998	Ford	Eldorado	274,941	19,749	2006
87.42	989	1998	Ford	Eldorado	216,454	3,523	2007
35.49	011	2001	Ford	Supreme	189,304	26,381	2008
-23.52	012	2001	Ford	Supreme	180,576	18,187	2008
32.6	013	2001	Ford	Supreme	171,438	18,657	2008
38.76	014	2001	Ford	Supreme	197,617	23,276	2008
36.63	015	2001	Ford	Supreme	197,674	30,771	2008
37.7	016	2001	Ford	Supreme	208,395	29,045	2008
37.19	017	2001	Ford	Eldorado	209,350	31,765	2008
14.97	031	2003	Ford	Eldorado	175,700	25,335	2010

6.39	032	2003	Ford	Eldorado	153,000	32,659	2010
8.54	033	2003	Ford	Eldorado	153,481	25,623	2010
-0.75	034	2003	Ford	Eldorado	117,325	21,955	2010
3.4	035	2003	Ford	Eldorado	136,119	26,240	2010
-3.86	041	2004	Ford	Eldorado	148,663	29,304	
-9.97	042	2004	Ford	Eldorado	132,210	30,958	
-9.73	043	2004	Ford	Eldorado	125,397	23,332	
-15.85	044	2004	Ford	Eldorado	99,267	18,594	
-8.3	045	2004	Ford	Eldorado	144,734	30,516	
-20.11	046	2004	Ford	Eldorado	87,905	15,005	
0	051	2005	GMC	Sierra Truck	44,771	20,708	
-47.35	052	2006	Ford	Supreme	72,903	22,649	
-45.97	053	2006	Ford	Supreme	87,772	32,670	
-44.01	054	2006	Ford	Supreme	84,287	22,338	
-43.99	055	2006	Ford	Supreme	89,276	27,234	
-43.11	056	2006	Ford	Supreme	106,277	37,896	
-48.45	057	2006	Ford	Supreme	80,416	30,608	
-71.73	071	2007	Ford	Eldorado	48,345	34,037	
-71.84	072	2007	Ford	Eldorado	37,276	23,329	
-72.28	073	2007	Ford	Eldorado	52,023	39,648	
-69.02	074	2007	Ford	Eldorado	52,386	28,598	
-74.25	075	2007	Ford	Eldorado	54,587	41,081	
-76.06	076	2007	Ford	Eldorado	44,157	36,970	
110.29	972L	1997	Ford	Supreme	258,550	1,960	
46.83	981L	1998	International	Eldorado	269,708	9,438	
26.24	982L	1998	International	Eldorado	269,038	79,916	
6.14	032L	2003	Ford	Eldorado	173,957	31,350	

-39.58	012L	2001	International	Supreme	129,850	14,934	
	081	2008	Chevy	Uplander	5,742	5,742	
	082	2008	Chevy	Uplander	7,013	7,013	
	083	2008	Ford	Supreme	1,907	1,907	
	084	2008	Ford	Supreme	3,432	3,432	
	085	2008	Ford	Supreme	683	683	
	086	2008	Ford	Supreme	674	674	
	087	2008	Ford	Supreme	679	679	
	088	2008	Ford	Supreme	666	666	
	089	2008	Ford	Supreme	654	654	

10-15 Fleet Vehicle Information

APPENDIX E – 10-15 REGIONAL TRANSIT ORGANIZATION INFORMATION



10-15 Transit Organizational Chart

KEY POINTS – 10-15 TRANSIT

- 585,000 rides/year
- Contract Rate Averages \$19.50/hour
- MR Waiver Rate \$.44/passenger mile
- 20% pulse out of Ottumwa, 80% pulse out in Counties
- 80% standing appointments
- Phone System (2000) analogue
 - 4 incoming lines
- Dispatchers (Can drive only when no one is available)
 - Same as Assistant
 - 8:00 to 2:00 (JARC Assistant)
 - 8:00 to 5:00 (OTA/10-15 Assistant)
 - 8:30 to 5:30 (10-15 Assistant)
 - 9:00 to 6:00 (10-15 Assistant)
- Mechanics
 - Provide dispatch with available back-ups units

KEY POINTS – 10-15 TRANSIT

1. Operations Manager (New Position/Job Title)
 - * Works 8:30 to 5:30
 - * Supervises All Drivers
 - * Puts Final Approval on all time sheets
 - * Supervises Dispatch Supervisor (New Position)
 - * Union Negotiator
2. Dispatch Supervisor (New Position)
 - * Works 7:30 to 4:30 (rotating Saturdays)
 - * Supervises 3 Dispatchers
 - * Manages the OTA Sign up Schedule
 - * Manages All Leave Requests/ Schedules Replacements
 - * Reviews/Inputs All Time Sheets
 - * Assigns Buses/Notifies Dispatchers of Back up Units
3. Dispatchers (Reorganization)
 - * First Shift 7:00 to 2:30 (Schedule AAA, HS and Schools) Part time & rotating Saturdays
 - * Second Shift 8:00 to 3:30 (Schedule JARC, OTA, LIFT, Taxi, Drop In) Part time & rotating Saturdays
 - * Third Shift 9:00 to 6:00 (Schedule Workshop) Full time & rotating Saturdays
 - * First/Third Shift Schedule all Miscellaneous
4. Chief Financial Officer (New Position/Job Title)
 - * Works 8:00 to 5:00
 - * A/P and A/R
 - * Payroll/Personnel Action Forms
 - * Overseas Cash Handling
 - * Union Negotiator
 - * Supervises Assistant to CFO (New Position)
5. Assistant to CFO (New Position)
 - * Works 7:30 to 1:00 (rotating Saturdays)
 - * Performs all data entry
 - * Prepares all deposits

APPENDIX F – COMPLETE SOUTHERN IOWA TROLLEY (SIT) FACTS & FUNDING

CAPITAL IMPROVEMENT PROGRAM

Transportation Provider: Southern Iowa Trolley

Purchase Types: Rep = Replacement; Rehab = Rehabilitation; Exp = Expansion

Needs Reference: Fleet ID# of vehicle to be replaced or rehabilitated; or name of proposed new service(s) if expansion.

Vehicle Type	Seats/Wheelchairs	Type Purchase	Needs Reference	Acquisition	Year/Programmed		Costs
				FY2011	FY2012	FY2013	FY2014
176	14 / 2	Rep	#63	76,000			
176	14 / 2	Rep	#65	76,000			
176	14 / 2	Rep	#66	76,000			
MV	3 / 1	Rep	#72	47,000			
MV	3 / 1	Rep	#68		49,000		
176	14 / 2	Rep	#69		80,000		
158	6 / 2	Rep	#70		75,000		
158	6 / 2	Rep	#71		75,000		
158	6 / 2	Rep	#73			78,000	
158	6 / 2	Rep	#76			78,000	
MV	5 / 2	Rep	#78			51,000	
MV	3 / 1	Rep	#77			51,000	
158	11 / 2	Rep	#82				82,000
MV	3 / 2	Rep	#87				54,000
MV	3 / 2	Rep	#88				54,000
Total				FY2011 275,000	FY2012 279,000	FY2013 258,000	FY2014 190,000

Description	Needs Reference	*Pending 2009	Projects	Acquisition FY11	Year/Programmed FY12	Costs FY13	FY14
Computer/Phone Equipment – office				25,000			
Totals		0		25,000	0	0	0

Capital Expenses	FY2011	FY2012	FY2013	FY2014
1. Vehicles	275,000	279,000	258,000	190,000
2. Vehicle Equipment				
3. Non-Vehicle Equipment	25,000			
4. Real Estate (Buildings)				
5. Other				
Total	300,000	279,000	258,000	190,000

PROGRAM OF RECOMMENDED PROJECTS – FIRST YEAR (2010)

<u>Provider Name</u>	<u>Project Description</u>	<u>Type</u>	<u>Total Cost</u>	<u>Proposed Funding</u>
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(List all anticipated sources)

<u>Source</u>	<u>Amount</u>
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Projects recommended as candidates for FTA or STA funding:

Southern Iowa Trolley	2 – 176" LD buses w/surveillance	C	152,000	FTA 5309	126,160
Southern Iowa Trolley	1- Partial 176" LD bus w/surveillance*	C	76,000*	FTA 5311	24,280
Southern Iowa Trolley	1 – ADA mini-van w/surveillance	C	\$47,000	STP FTA 5311	15,000 22,600
Southern Iowa Trolley	Replace phone/computer equipment	C	25,000	FTA 5311	20,750
Southern Iowa Trolley	Operations	O	1,035,524	STA FTA 5311	246,003 256.497

* Balance paid Through STP funds from Chariton Valley Transportation Planning Affiliation

Projects recommended as candidates for human services or other funding: None

SKETCH PLAN – YEARS 2, 3, &4

<u>Provider Name</u>	<u>Project Description</u>	<u>Type</u>	<u>Total Cost</u>	<u>Anticipated Sources</u>
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Projects anticipated as candidates for FTA or STA funding:

	FY2011				
Southern Iowa Trolley	1 - 176" LD bus w/surveillance	C	80,000	FTA 5309	66,400
Southern Iowa Trolley	2 - 158" LD bus w/surveillance	C	150,000	FTA 5309	124,500
Southern Iowa Trolley	1 – ADA mini-van w/surveillance	C	49,000	STP FTA 5311	15,000 24,200
Southern Iowa Trolley	Operations FY11	O	1,066,590	STA FTA 5311	250,923 266,757
	FY2012				
Southern Iowa Trolley	2- ADA mini-vans w/surveillance	C	102,000	FTA 5309	84,660
Southern Iowa Trolley	2 – 158" LD buses w/surveillance	C	156,000	FTA 5309	129,480
Southern Iowa Trolley	Operations FY12	O	1,098,588	STA FTA 5311	255,941 277,427
	FY 2013				
Southern Iowa Trolley	2- ADA mini-vans w/surveillance	C	108,000	FTA 5309	89,640
Southern Iowa Trolley	1 – 158" LD buses w/surveillance	C	82,000	FTA 5309	43,160
Southern Iowa Trolley	Operations FY13	O	1,131,546	STA FTA 5311	261,060 288,524

FTA 5311 & STA Funding for years FY2010 – FY2012 are estimates calculated using a 4% annual increase for FTA 5311 and 2% annual increase for STA.

Note: for FTA/STA projects, projects for subproviders to designated public transit systems must be grouped by designated transit system(s)

Project Type Codes: **OPS** = Operations, **CAP** = Capital, **PLNG** = Planning

Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs,

5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom

STA Programs: STA-Form = State Transit Formula, STA-Spec = State Transit Special Projects,

PTIG = Public Transit Infrastructure Grant.

HHS Programs: HS = Head Start, OAA = Older Americans Act, etc., WTF = Welfare to Work laDHS Programs:

Projects anticipated as candidates for human services or other funding: None.

Details related to the Southern Iowa Trolley Fleet Utilization Analysis, Fleet Replacement Schedule and other items are included in **Appendix "A"** (Southern Iowa Trolley Transportation Provider Fact Sheet).

APPENDIX G – Southern Iowa Trolley Organizational Information

Southern Iowa Trolley Fleet

Transportation Provider:		Southern Iowa Trolley				Date Prepared:	December 5, 2010		
Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/ Wheelchairs			Base Location	Assignments	No. of Hours Per Week Used	Is it Used Evg/Wknd?	Projected Annual Miles
1994 Ford Supreme	50	18	/	4	Creston	general public	25	no	1,500
1994 Ford Aerostar	53	7	/	0	Creston	general public	10-12	no	500
1996 Ford Supreme	56	16	/	2	Creston	general public	25-30	no	10,000
1996 Ford Aerostar	59	7	/	0	Leon	general public	10	no	5,000
1996 Ford Aerostar	60	7	/	0	Creston	general public	10-15	no	1000
1996 Ford Supreme	63	17	/	2	Creston	general public	40	no	10,000
1997 Ford Supreme	65	22	/	2	Greenfield	general public	40	rare	14,000
1998 Ford Supreme	66	19	/	4	Creston	general public	35	no	10,000
1998 Ford Supreme	67	19	/	4	Creston	general public	40	rare	14,000
1998 Dodge Caravan	68	7	/	0	Greenfield	general public no HeadStart	20	occasionally	10,000

1999 Ford Aerotech	69	19	/	2	Osceola	general public	40	no	20,000
1999 Ford Aerotech	70	19	/	2	Creston	general public	40	very rare occasions	15,000
2001 Ford Aerotech	71	20	/	2	Creston	general public	30		15,000
2000 Ford Aerotech	72	20	/	2	Osceola	general public	25		12,000
2001 Ford Aerotech	73	20	/	2	Creston	general public	40		25,000
2001 Ford Supreme	75	11	/	0	Creston	general public	30	occasionally	7,000
2002 Ford Supreme	76	20	/	2	Creston	general public	30		12,000
2002 Chevy Activan	77	5	/	2	Creston	general public	25	occasionally	5,000
2003 Chevy Activan	78	5	/	2	Bedford	general public	15	occasionally	11,000
2003 Ford Challenger	79	16	/	2	Creston	general public	25	occasionally	12,000
2003 Ford Challenger	80	16	/	2	Mt. Ayr	general public	35	occasionally	15,000
2003 Ford Challenger	81	16	/	2	Osceola	general public	40	occasionally	14,000
2003 Ford Crusader	82	11	/	2	Osceola	general public	40	No	20,000

2004 Ford Goshen	83	10	/	2	Bedford	general public	30	occasionally	14,000
2004 Ford Pacer	84	10	/	2	Leon	general public	40	No	11,000
2004 Ford Pacer	85	10	/	2	Creston	general public	40	occasionally	11,000
2004 Ford Pacer	86	15	/	2	Creston	general public	40	occasionally	15,000
2005 Dodge Caravan	87	3	/	2	Creston	general public	10-15	occasionally	25,000
2005 Dodge Caravan	88	3	/	2	Osceola	general public	15-20	occasionally	15,000
2005 Ford Supreme	89	16	/	2	Leon	general public	40	occasionally	13,000
2005 Ford Supreme	90	16	/	2	Leon	general public	40	No	11,000
2008 Ford Eldorado	91	16	/	2	Osceola	general public	45	occasionally	10,000
2008 Ford Eldorado	92	16	/	2	Creston	general public	45	occasionally	10,000
2008 Chevrolet Uplander	93	3	/	2	Bedford	general public	35	occasionally	3,000

FLEET REPLACEMENT / REHABILITATION SCHEDULE

Transportation Provider:Southern Iowa Trolley											
Vehicle: Model Year/Body Manufacturer/ Model	Fleet ID	No. of Seats/ Wheelchairs			Vehicle Equipment	Previously Rehabbed	Mileage as of 01/02/09	Proposed Work			
								FY 2011	FY 2012	FY 2013	FY 2014
1996 Supreme Stantrans	#63	17	/	2	L & MR		175,530	76,000			
1997 Ford Supreme	#65	22		2			205,156	76,000			
1998 Ford Supreme	#66	19		4			163,774	76,000			
2001 Ford Aerotech	#72	20		2	L & MR		112,709	47,000			
2001 Ford El Dorado Aerotech	#68	7	/	0	MR		156,780		49,000		
1999 Ford Aerotech	#69	19		2	L & MR		194,611		80,000		
1999 Ford Aerotech	#70	19		2	L & MR		180,602		75,000		
2001 Ford Aerotech	#71	20		2	L & MR		130,111		75,000		
2001 Ford Aerotech	#73	20		2	L & MR		170,216			78,000	

2002 Ford Supreme	#76	20		2	L & MR		118,957			78,000	
2003 Chevy Ventura Activan	#78	5	/	2	MR & R		116,099			51,000	
2002 Chevy Ventura Activan	#77	5	/	2	MR & R		124,612			51,000	
2003 Champion Crusader	#82	11	/	2	MR & R		108,567				82,000
2005 Dodge Grand Caravan	#87	3	/	2	MR & R		115,853				54,000
2005 Dodge Grand Caravan	#88	3	/	2	MR & R		87,254				54,000

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;

MDT = Mobile Data Terminal/Computer; SC = Security Camera

Type of Improvement: REP = Replace; REHAB = Rehabilitate

SOUTHERN IOWA TROLLEY RATE SHEET

SOUTHERN IOWA TROLLEY PUBLIC TRANSIT RATES

Effective 2008

In Town Rates

General Public

\$ 2.50 per ride or 12 punch ticket for \$ 27.50 (\$2.29 per ride)

K – 12 Student Pass

One Way \$ 25.00 per month (\$1.25 per ride)

Two Way \$ 45.00 per month (\$1.12 per ride)

Preschool Pass

Same as K – 12 Student Pass

Student Ticket (preschool – High school)

\$1.25 per ride or 12 punch ticket for \$15.00 (\$1.25 per ride)

Senior (60+years) –Suggested Contribution

\$ 1.50 per ride or 6 punch ticket for \$ 7.50 (\$1.25 per ride)

No Show or No 24 Hour Cancellation on Special trips, rider will be billed \$50.00.

(Certain circumstances understandable, will be at Transit Manager's or Operations Assistant discretion)

FOR OUT OF TOWN ROUTES AND RATES CALL: 641-782- 6571

OR

TOLL FREE 1 – 866-782-6571

SOUTHERN IOWA TROLLEY IS OPEN TO THE GENERAL PUBLIC AND PERSONS OF DISABILITY WITHOUT DISCRIMINATION.

APPENDIX H— PUBLIC MEETING INFORMATION

Input Ideas from the Transit Advisory Committee
November 25, 2009

Present: Carol Williams, OTA Board Member and Transit User

Pam Williams, Tenco Industries, Wapello, Lucas and Jefferson Counties

Carol Logan, Central Point Coordinator, Wapello County

Dan Stroda, Ottumwa Housing Authority

Kim Hellige, Ottumwa Community School District

Cindy Kurtz Hopkins, First Resources, 8 counties in southeast Iowa

Bob Hoxie, Burlington Trailways

Hanna Jo Kyhl, Ottumwa Board Member and Transit User

Rick Johnson, River Hills Community Health Center, Wapello, Appanoose, and Keokuk Counties

Peg Hume, SIEDA Headstart, 7 counties in southeast Iowa

Staff: Pam Ward, Transit Administrator, Ottumwa and Region 15

Chris Kukla, Area XV Regional Planning Commission

Lacey Gilworth, Chariton Valley Transportation Planning Affiliation

Following are general comments provided by the attendees:

- JARC has been a huge benefit for those agencies seeking employment opportunities for their clients. Make every effort for that to continue.
- Tenco's Adult Day Program, Center of Hope, is challenged to meet the goal of community integration. Explore ways to accommodate these trips using both OTA and 10-15 Transit.
- Service after 6 both in Ottumwa and throughout the service area is very beneficial for socialization and community involvement. Make every effort for that to continue.
- In Lucas County, there is a need for out of area travel to access basic needs like grocery shopping and personal shopping for individuals on a limited income. Explore ways to provide these opportunities other than weekends.
- Ottumwa Community School's Alternative School will be relocating to the Industrial Airport beginning August 2010. This will be a car-free campus. Explore ways of providing access to students.
- Job Corp will begin programming in 2010 or 2011. This, too, is a car free campus. Explore ways to provide access to students and access to community events in town, including classes on Indian Hills campus.
- Social Security will be relocating their offices at the end of January 2010. On demand service to that location needs to be incorporated in the City Bus routes. NOTE: There is already a dedicated stop close by the new location. A slight route deviation will be required.
- River Hills has seen high utilization from city bus passes to their clinic in Ottumwa. Administrative offices will be relocating to provide space for behavior health services in downtown location.
 - The pediatric services and family medical services (later) will be under River Hills on the Ottumwa Regional Health Center campus. Bus service to that location will be very important.
 - There may be unmet needs for the Richland clinic, but this will be difficult to address.
 - In March 2010, a new River Hills Medical Clinic will be opening in Centerville. There is a need to explore expanded services to provide access to this site.

- Burlington Trailways is interested in establishing connectivity in any way possible, including feeder service or referrals.
- Fixing or cleaning up the bus stops downtown and at TENCO to make them more attractive. Using cameras at the bus stops to increase security.
- Expanding the types of entertainment opportunities that Ottumwa After 6 provides rides to, such as sporting events.
- Providing additional transportation for non emergency medical trips from communities to medical centers, the example of Keokuk County and the medical clinic in Richland was given.
- Exploring the possibility of providing a form of fixed route service in some of the county seat towns like Centerville.

Following this exchange, Chris and Lacey explained the next steps in the planning process.

Upon completion of the drafts, they will be posted on the respective websites for review. The advisory committee will meet for the final review and comments on Wednesday, January 27, 2010.

Submitted by,

Pam Ward

October 24, TAG Meeting

Listening Session

**Figure A-1: October
24th, 2009 Listening Session**

Name	Agency
Pam Ward	OTA / 10-15 RTA
Leslie Greiner	Ottumwa Housing Authority
Kimberly Parks	Light of Faith Community Services
Angela Tisdell	Light of Faith Community Services
Brian Murray	Crest Services
Lynne Sandegren	Crest Services
Linda Stainer	Crest Services
Rhonda Johnson	Southeast Iowa Case Management
Miranda Shedenhelm	Southeast Iowa Case Management
Heather Bennett	Southeast Iowa Case Management
Laura Park	Southeast Iowa Case Management
Pam Williams	Tenco Industries
Deb Lang	Highland Place
Sue McDaniel	Highland Place
Bruce Huebner	Southeast Iowa Case Management
Kim Kelly	Southeast Iowa Mental Health Center
Vanessa Weller	Optimae
Lori Ledger	First Resources Corporation
Cindy Kurtz-Hopkins	First Resources Corporation
Carol Logan	Wapello County Central Point Coordinator

Figure A-2: November 11th, 2009 Listening Session

November 11, 2009 TAG Meeting

Listening Session

**Figure A-1: October
24th, 2009 Listening Session**

Name	Agency
Pam Ward	OTA / 10-15 RTA
Leslie Greiner	Ottumwa Housing Authority
Kimberly Parks	Light of Faith Community Services
Angela Tisdell	Light of Faith Community Services
Brian Murray	Crest Services
Lynne Sandegren	Crest Services
Linda Stainer	Crest Services
Rhonda Johnson	Southeast Iowa Case Management
Miranda Shedenhelm	Southeast Iowa Case Management
Heather Bennett	Southeast Iowa Case Management
Laura Park	Southeast Iowa Case Management
Pam Williams	Tenco Industries
Deb Lang	Highland Place
Sue McDaniel	Highland Place
Bruce Huebner	Southeast Iowa Case Management
Kim Kelly	Southeast Iowa Mental Health Center
Vanessa Weller	Optimae
Lori Ledger	First Resources Corporation
Cindy Kurtz-Hopkins	First Resources Corporation
Carol Logan	Wapello County Central Point Coordinator

APPENDIX I—TRANSIT ADVISORS

Invitees to meetings include known or presumed transit providers, elected officials, community service organizations, and individuals that have expressed interest in transportation planning in the past. This table reflects the individuals and organizations invited.

Name	County, City, Agency	Address 1	Address 2	City	State	Zip
	Appanoose Community Care Services	1 Saint Joseph Dr		Centerville	IA	52544
Peg Cummings	Clarke County Veterans Affairs	100 S Main St		Osceola	IA	50213
	Decatur County Public Health & Home Care	1502 NE Poplar St		Leon	IA	50144
Kathy Welsh	Monroe County Public Health	1801 South B Street		Albia	IA	52531
	Chariton Nursing & Rehabilitation Center	1214 N 7th St		Chariton	IA	50049
	Bloomfield Care Center	800 North Davis Street		Bloomfield	IA	52537
Lisa Owens	Appanoose County Veterans Affairs	19999 St. Joseph's Drive		Centerville	IA	52544
Sandy Eddy	Clarke County Public Health	134 West Jefferson		Osceola	IA	50213
Harold Greenlee	Wayne County Veterans Affairs	612 S West		Corydon	IA	50060
Kathleen Lerma	Decatur County Community Services	201 N.E. Idaho		Leon	IA	50144
	Monroe Care Center	120 N 13th St				
Brian Evans	Clarke County Hospital	800 South Fillmore		Osceola	IA	50213
Sam Miller	Davis County School District	608 S Washington Street		Bloomfield	IA	52537
Paula Wright	Chariton CSD	P.O. Box 738	140 East Albia Road	Chariton	IA	50049
Diane Durian	Monroe County Veterans Affairs	1801 South B Street		Albia	IA	52531
Regina Shultz	SIEDA	111 N Main	St # 2	Centerville	IA	52544
Marsha Mitchell	Centerville	312 E Maple		Centerville	IA	52544
	Iowa Workforce Development (Region 15)					
Dennis Ryan	Monroe County, Chairperson	Monroe County Courthouse		Albia	IA	52531
Don Reasoner	Clarke County	100 S Main		Osceola	IA	50213
Richard Clark	Albia	120 S 'A' Street		Albia	IA	52531
Sam Eakins	Bloomfield	111 W Franklin St		Bloomfield	IA	52537
Fred Diehl	Osceola City Administration	City Hall	115 N Fillmore	Osceola	IA	50213
Nancy Carmichael	Osceola City Administration	City Hall	115 N Fillmore	Osceola	IA	50213
Richard Turner	Centerville and Moulton-Udell CSD	634 N Main St		Centerville	IA	52544

Kevin Crall	Albia CSD	Central Administration Office	120 Benton Avenue East	Albia	IA	52531
Brad Breon	Moravia CSD	505 North Trussel		Moravia	IA	52571
Ned Cox	Clarke CSD	104 1/2 South Fillmore		Osceola	IA	50213
Tucker Lillis	Central Decatur CSD					
Brian Broich	Central Decatur CSD					
Diane Fine	Lamoni CSD	202 N Walnut St		Lamoni	IA	50140
Tucker Lillis	Mormon Trail CSD	403 S. Front St		Humeston	IA	50123
Dean Cook	Eddyville-Blakesburg CSD					
Rob Busch	Lineville-Clio CSD and Wayne CSD	102 North DeKalb		Corydon	IA	50060
Gary Drummond	Seymour CSD	100 S Park Ave		Seymour	IA	52590
Connie Maxson	Green Valley Area Education Agency 14	1405 N Lincoln		Creston	IA	50801
Joseph Crozier	Great Prairie Area Education Agency 15	2814 N. Court Street		Ottumwa	IA	52501
	18-80 Club	308 N. 12th		Centerville	IA	52544
	Reaching All People Together (out of town med trips)	102 North Main	P.O. Box 483	Centerville	IA	52544
	Continental At St Joseph's Inc	19999 Saint Joseph Dr		Centerville	IA	52544
	Golden Age Care Center	1915 S 18th St		Centerville	IA	52544
Deborah Herzberg	Davis County Hospital	507 N Madison St		Bloomfield	IA	52537
	Monroe County Hospital	6580 165th St		Albia	IA	52531
Mike Coop	Lucas County Health Center	1200 North 7th		Chariton	IA	50049
Gary Bishop	Appanoose County	1200 W Maple St		Centerville	IA	52544
Bill Buss	Appanoose County Econ. Dev. Corp.					
Bill Trickey	Clarke County Development Corp.					
David Grove	Davis County	PO Box 365		Bloomfield	IA	52537
Richard McKnight	Decatur County	1306 S Main		Leon	IA	50144
Tom Andersen	Clarke County	100 S Main		Osceola	IA	50213
Todde Folkerts	Lucas County	916 Braden Ave		Chariton	IA	50049
Nels Christensen	Chariton	115 South Main Street		Chariton	IA	50049
John Goode	Monroe County	10 Benton Ave E		Albia	IA	52531
Dan Tometich	Albia Industrial Development	Bates Building	1 Benton Avenue West	Abliia	IA	52531
Tim Ehrich	Wayne County	Wayne County Courthouse	P.O. Box 435	Corydon	IA	50060
Doug Mounc	Wayne County Development Corp.	Wayne County Courthouse (Room 202)	P.O. Box 435	Corydon	IA	50060

Pam Ward	10-15 Transit	2417 S. Emma		Ottumwa	IA	52501
Pamela Stow	Southern Iowa Trolley	215 East Montgomery Street		Creston	IA	50801
Michelle Moore	USDA Rural Development	1709 S "B" Street		Albia	IA	52531
Dean Kaster	Appanoose County	Appanoose County Courthouse		Centerville	IA	52544
Max Proctor	Davis County	100 Courthouse Sq		Bloomfield	IA	52537
Don Greenlee	Wayne County	PO Box 435		Corydon	IA	50060
Larry Davis	Lucas County	916 Braden Ave		Chariton	IA	50049
Larry Eastin	Decatur County	207 N Main		Leon	IA	50144
Brian D. Burnside	Wayne County Hospital	417 S. East Street	P. O. Box 305	Corydon	IA	50060
	Decatur County Hospital	1405 NW Church Street		Leon	IA	50144

APPENDIX J—BI-LINGUAL BROCHURE

10-15 Transit

Brochures for the 10-15 Transit are currently being updated in both English and Bi-lingual formats. Not available for PTP at this time.

Southern Iowa Trolley

Brochures for SIT were not currently available about completion of this PTP.

APPENDIX K— MARKETING

SOUTHERN IOWA TROLLEY PUBLIC TRANSIT



Whatever Transit service you need: Employment, Work, School, Daycare, Medical Appointments, Shopping, Socializing, Mealsite.

S.I.T. will get you there !

Leon – Osceola – Lamoni - In-town Service: Monday - Friday 9 A.M. – 3 P.M.

- * 60 Yrs. & over : \$ 1.50 per ride, or 6 ride ticket for \$ 7.50
- * Under 60 Yrs.: \$ 2.50 per ride, or 12 ride ticket for \$ 27.50 (General Public)
- * Mileage and Hourly Rate: \$12.00/Hour plus \$1.20/per Mile (After Hours and Week-End, \$25.00 start-up fee)
- * Out of town service on existing routes: \$2.50/per ride each way
- * Headstart Ticket: \$1.50/per trip or 12 punch ticket for \$15.00
- * Student Passes: 1 Way Monthly Pass : 1st Child – \$25.00
Each Child after: \$15.00 Each
- 2 Way Monthly Pass : 1st Child - \$45.00
Each Child After: \$30.00
- * Outside City Limits on None-Existing Route: (1-3 Miles) -- \$2.50 each way

Before and after hours or weekend transportation is available upon special request

Call 1-866-782-6571 for a quote for out of county Special Trips

Waiver and Title 19 acceptable

MEDICAL AND DIALYSIS SERVICES ARE AVAILABLE

Des Moines Trip: 1st Monday of every Month \$20.00 per person

Departure times will depend on the number of persons being transported and the locations from which they are traveling.

Stops in Des Moines include: Valley West, Merle Hay Mall, Aldi's, Wall-Mart, K- Mart. Medical Appointments have priority. Please do not make Des Moines appointments prior to 10:00 a.m.

TOLL FREE : 1- 866 – 782 – 6571

ALL SERVICES ARE HANDICAPP ACCESSIBLE & OPEN TO THE PUBLIC

APPENDIX L– RAIL TRANSIT

